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"AMERICA'S RELATION TO THE WORLD WAR."

THE MANUFACTURERS RECORD has received from its subscribers so many letters of enthusiastic commendation of its editorial policy during the last three years in regard to the war and so many urgent suggestions that some of the editorials of the last few months be put into pamphlet form for wide distribution that it has now heeded these requests. Into a pamphlet entitled "America's Relation to the World War" we have gathered some of the editorials that have seemed to attract especial attention from our readers, in order that in this form a wider distribution may be given to them.

With a view to arousing our country to a realization of the facts which from time to time have been presented through out editorial columns we believe that the widest possible distribution of this pamphlet will do good. In saying this we base it upon the enthusiastic encomiums of many subscribers who have been unstinted in their praise of the views of the MANUFACTURERS RECORD on these great issues.

We should be glad to have every subscriber buy as many copies of this pamphlet as he can judiciously distribute to his friends and acquaintances. We believe that every man who does this will be contributing to the welfare of the nation by arousing our people to a realization of the dangers which confront us and the reasons why we must prepare to meet them. We will be pleased to receive from every subscriber an order for not less than ten copies, and from many of them who can afford to do so, an order for a thousand or more. The price will be 10 cents a copy, regardless of the number ordered, whether one or one thousand. The money must accompany the order.

THE unerring instinct of the American people in turning down Bryan and La Follette shows that there is a little something in the self-government theory.—Boston Transcript.

But think of the infinite harm wrought by them, think of the tens of thousands of soldiers who will die because these two men have lived, think of the loss of moral fiber of every American influenced by their activities for evil, and then wonder how slow the "unerring instinct" of American people was to act.

SUPPRESS TRAITORS PROMPTLY, OR OUR SOLDIERS WILL DIE BECAUSE WE FAILED TO DO OUR DUTY BY THEM.

WE are glad to see that Elihu Root, unquestionably one of the ablest statesmen living in this country today, is in full sympathy with the views which the MANUFACTURERS RECORD has been persistently pressing upon public attention, to the effect that some drastic and far-reaching work must be done to suppress the traitors who are flooding this land with their work against the nation's life and to the certain death of many an American soldier. We are glad that a voice so penetrating to the nation's life as that of Mr. Root's, just home from Russia, where he went by appointment of President Wilson to represent this country, rings out a clear call to the people of America to see that the traitors in this land are shot before, through their power, they become responsible for the death of the men whom the nation has called to the colors.

We are at war. Sometimes it looks as though even Washington did not quite realize this, and the nation at large has not comprehended it. We are in a desperate war against the most diabolical power that earth ever knew. We are in a war which means that we are staking the lives of millions of the flower of our land to fight barbarism, and yet we are permitting this country to be flooded by so-called pacifists, by out-and-outspoken German traitors, by men and women of German descent who are false to all that is true and holy, and who are working, in some cases quietly and in some cases aggressively, in behalf of the Hell-born machinations of Germany.

Someone has suggested that some stronger name than pro-German is now necessary to designate such people. Since Germany and Hell are now synonymous terms, perchance they might be called pro-Hellites, for they are working in co-operation with Satan himself to murder the civilization of the world, to murder innocent babies, to commit unspeakable outrages upon thousands and tens of thousands of women, and to the extent of their ability to more than surpass in this world the very activities of Hell itself.

In speaking on this point Mr. Root, with muscles tense, with all the eagerness and power of his nature, standing before a great audience in New York said:

"There are men walking about the streets of this city tonight that ought to be taken out at sunrise tomorrow and shot for treason.

"They are doing their work under false pretense; they are professing to be for the country and they are lying every day and in every word.

"They are covering themselves with the cloak of pretended Americanism, and if we are competent and fit for our liberty we will find them out and get at them. And every one of us can help, not by talking to each other about what we hear, but by carrying to the authorities charged with the pursuit and detection of traitors all the information we can gather.

"And understand, and I hope they will understand, it is only a question of time. We are only a democracy, we have not the swift decision and competent action of a military autocracy, but we cannot be fooled or played with too long. There are some newspapers published in this city every day the editors of which deserve conviction and execution for treason. And sooner or later they will get it. The American people are not going to see their young men led to death through the machinations of these ill-concealed friends of the enemy of our country."

Mr. Root has not stated the case too strongly. The American people will not continue quietly to see the death of their beloved sons called by the nation into this holy war against Germany made more certain by pro-Hellite activities in this country. We reiterate the suggestion recently made that there should be created a Department of Safety, which would have absolute control of every detail of watching these pro-Hellites and of pushing to the utmost extent the suppression of their activities, whether voiced through the treasonable German-language papers, which should long ago have been suppressed and many of their editors shot, or whether it be in the quiet effort of the pro-Hellites who, in business and in all forms of activity, are seeking to permeate the thought of the country with an anti-American spirit and with a pro-Hellite activity. The time has long since passed for leniency. Every day's delay in suppressing this element means the loss of American soldiers. It matters not so much that it also means vast additions to the cost of the war in money, for by the side of the lives of our soldiers money counts for naught, but we face the real fact that if we fail to deal with this question immediately and aggressively, fail to see that these traitors are duly shot and the work promptly and effectively done, we shall be adding thousands and tens of thousands to the deaths of the men who have a right to ask the nation to stand by them and protect them as they offer their lives on the altar of the nation's life.

Some red-blooded, determined backbone, with no thought of mercy to those murderers, is needed in this hour of world struggle, and the sooner this country wakes up to this situation the sooner will it take steps to save the lives of its own soldiers, and the sooner will it be saved from the certainty of a rising mob spirit which will wreak death and destruction upon every pro-Hellite worker in this country, and even upon the innocent who bear German names, if the National Government does not move, and move promptly. If Colonel Roosevelt is the man to head such a department, then put him there quick ere it be too late, or if he is not the man, then put some other red-blooded iron-backed man who grasps the full meaning of the situation.

AMERICA'S RELATION

to the

WORLD WAR

As viewed by the Editor
of the
Manufacturers Record

Published in pamphlet form, in
response to numerous requests.

See Full Page Advertisement on Page 41.

"LADIES from Hell," as the Germans call the Maclean Killies," will be in Baltimore next week.—Baltimore News.

Will somebody please explain how they got away "from Germany"?

A SOUTH CAROLINA PAPER'S ATTACK UPON THE PATRIOTISM OF NEW ENGLAND MEN VS. A BOSTON PAPER'S DEFENSE OF THE SOUTH'S PATRIOTISM.

THE News and Courier of Charleston practically comes to defense of those who are seeking to prevent an embargo on cotton to neutral countries, and in doing so betrays a spirit which gives just cause for papers like the New York Tribune and others to bitterly assail the South. The News and Courier charges the New York Tribune with an effort to make out a case against the Wilson administration, and berates that publication for the position it has taken in the matter and to which we referred last week. In doing this, however, the News and Courier departed much farther from an honest course than the Tribune, even if the Tribune had been guilty of all charged against it by the News and Courier. It undertakes to belittle the National Association of Cotton Manufacturers when they called upon the nation to suppress the export of cotton to neutral countries by reason of the fact that it was evident much of this was going to Germany, and suggests in a sarcastic vein that this association "is, of course, a purely patriotic organization," but then it clearly intimates that the object of that association in calling attention to the export of cotton through neutral countries to Germany was pure selfishness in an effort to break down the price of cotton in order that its members might buy cotton at a lower price.

Such a charge might have been expected from yellow journalism of the rankest kind, but it is amazing that a paper which has stood before the country like the News and Courier for reputable journalism should thus undertake to stab men of the highest integrity, men who are doing all in their power to uphold the nation in war and who are giving of their wealth and their sons to the nation's safety.

It is an unspeakable outrage that for the purpose of trying to belittle a suggestion that cotton exports to the neutrals should be prohibited, the News and Courier should descend to such methods as this. An editorial such as that of the News and Courier is a just basis on which business people and public men of the North found their denunciation of many things that go on in the South. If the News and Courier wanted to uphold an embargo on cotton to neutrals, it could have done so with far more force and with infinitely better grace than this attempt to besmirch the patriotism of the National Association of Cotton Manufacturers. No wonder that the New York Tribune and other papers are at times bitter in their criticism of the South when they see such work on the part of a leading Southern paper such as the News and Courier.

The Transcript of Boston, one of the very best newspapers of the United States, in an editorial on the suggested embargo on cotton says:

It is high time for all such traffic to be stopped. We do not want to send soldiers to the war front to fight Germany and at the same time, directly or indirectly, to send cotton to Germany with which to make explosives to kill them. It is said that an embargo is not placed upon cotton because the Government does not want to interfere with the prosperity of the South. We should hate to believe that true. We should hate to think that the South, for the sake of a little higher price for her cotton, was willing to supply our enemy with munitions of war, with which to torpedo our ships and slaughter our men. If that were true, it would be one of the most appalling indictments of the South that ever was made. But we do not believe it. There may be some Southern politicians who take that sordid view of affairs. . . . But that the Southern people as a whole take or would countenance such a contemptible view we simply refuse to believe, and we add that, in our opinion, politicians who act upon the theory that they do take it are doing them great injustice and are making a monstrous blunder. There should be no cotton sold with which to kill Americans, and we believe that the South would subscribe to that principle as heartily and as unhesitatingly as the North.

The Transcript is correct in its statement. All cotton shipped to neutrals, unless we can be made absolutely certain that neither in its raw nor its finished form will it in any way contribute to Germany's success, should be prohibited.

The Transcript is also correct in the estimate which it gives of the patriotism of the people of the South. It refuses to believe, and on this it takes an absolutely correct position, that the Southern people as a whole would countenance the act of politicians who might oppose an embargo on cotton for fear it

might lessen the prosperity of the cotton growers. The South is not willing to supply munitions to the enemy. It is not willing to contribute to the death of American soldiers, and any man who takes this view of the South is dishonest at heart, is an ally with Germany, or else he is seeking to raise the mob spirit of unthinking classes in the South by putting their cotton before their honor and the lives of the soldiers.

The number of men in the South who would be guilty of taking a position such as this is just as small as the proportionate number of people in New England or elsewhere who would sacrifice the nation for personal greed and profit.

Contrast the spirit of commendation of the South's loyalty as shown in the Boston Transcript's editorial and the low plane to which the News and Courier descended in its attack upon the honesty and patriotism of the cotton manufacturers of New England and regret that the comparison is so unfavorable to the South.

We take the liberty in this connection of publishing an extract from a letter from the editor of the MANUFACTURERS RECORD to President Wilson on the subject, in which it was said:

A dispatch from Washington in the New York Tribune stated that an embargo on cotton shipments to neutrals had not been put into effect by you because of opposition on the part of the South. In view of this, I am taking the liberty of sending you a copy of this week's issue of the MANUFACTURERS RECORD containing two marked editorials, one entitled "Keep Everything From Neutrals Which Could Strengthen Germany," and the other entitled "The South Would Not Sell Its Soul for Cotton."

The first one was already in type before I saw the Tribune article, and the latter one was written with special reference to cotton and cottonseed products.

It is quite possible that some of those who misrepresent the South in Congress may seek to prevent an embargo on cotton or cottonseed products to the neutrals, but I feel quite sure that this section will stand loyally and faithfully by any movement that you may feel necessary to make in keeping cotton from Germany, and, if necessary, in keeping all cotton and cottonseed products from the neutrals.

If you find it necessary to put an embargo on cotton and cottonseed products, I will be glad to do all in my power to uphold your position in the matter.

INCREASING STRENGTH AND CAPACITY OF FREIGHT EQUIPMENT.

THE increasing use of steel or partly steel built freight cars is shown by the annual report of the Baltimore & Ohio Railroad Co., recently issued for the year 1916. Of the whole freight-car equipment of the system, consisting of nearly 89,000 cars, more than 92 per cent. are of steel construction or have steel underframes and center sills. The preceding annual report showed only a little more than 85 per cent.

Other freight data in the report is also interesting and important. For instance, the freight revenue amounted to over 78½ per cent. of the operating revenues, and showed an increase in the total of nearly 16 per cent. as compared with the next previous year. The average freight-train load was practically 751 tons, while the year before it was 735 tons, thus displaying a notable gain in economy of conducting transportation.

By increasing the average freight-train load all the railroads are endeavoring to achieve savings which they are now compelled to do by every possible means. Hence we see larger locomotives, larger cars and more heavily-built tracks to bear added burdens. The average railroad today is therefore a vastly stronger and more efficient structure than it was ten years ago. Now rails weighing 100 pounds per yard are common; then they were an exception to the rule. Huge locomotives have compelled their more general use, and the tendency to go the limit in motive power continues, the only limitation being gauge of track and weight of rails, together with the practicability of operating unusually long engines with deep fire-boxes, which are now being more and more equipped with mechanical stokers capable of distributing fuel over a grate of large area.

The magnitude of railroad equipment has far out-run the dreams of old-time railroaders, and its dimensions are still expanding. The future alone will tell by experience when the limit of expansion is attained upon the present standard-gauge tracks.

THE "SAVIORS OF CIVILIZATION"—OUR SOLDIERS.

FROM one end of the nation to the other God's heroes are gathering, that they may be trained to do more efficient work as "Soldiers of Civilization" in becoming the "Saviors of Civilization." These men who are going forth from the homes of the rich and the poor, men who are giving up positions of honor and trust and large income to accept the hardships and burdens of a soldier's life, are offering the supremest sacrifice that any man can make to human welfare.

David Livingston, the missionary and explorer, despite the awful sufferings which he endured in Africa, refused to abandon his work in that country, and after years of suffering and toil, he died, leaving as the motto of his life to his children, "Serve God and work hard." He left to the world a record of superb heroism and sacrifice to duty.

Adoniram Judson, the great missionary to the Burmese, suffered untold tortures, but his life stirred the whole Christian world to a new sense of consecration to carry the Gospel into heathen lands.

As we stand with uncovered heads before the very memory of men like Livingston and Judson and comprehend their sacrifice to duty, who is there in all the world who would wish that they had been less conscientious, less ready to die for others? Their wonderful work has been stamped indelibly upon civilization and Christianity for all the centuries to come. Every Soldier of Civilization who today, with the spirit which moved Livingston and Judson and other consecrated men, who have given their lives for others, is moved by exactly the same heroic devotion, even though he may not as fully grasp in all its significance the work he is doing, as Livingston and Judson comprehended their task. Nevertheless, he is in the same way consecrating his life, regardless of privations and sufferings, to the service of God and humanity.

It behooves us, therefore, to stand with uncovered heads as these "Saviors of Civilization" go marching by or as they gather in their camps for training to fit them for the great task to which they have dedicated their lives. More superb heroism the world has not known, and in all the annals of civilization no responsibility so mighty as they have resting upon them has ever been placed upon men.

Those who are sending their loved ones out into the struggle may well, therefore, turn their thoughts away from the sadness of the hour and think of every boy and man who has been called to the colors as in reality a Livingston or a Judson doing a work which in its far-reaching results is infinitely greater than that which either Livingston or Judson was permitted to accomplish.

All honor, then, to these soldier boys, to these heroes who in the voice of their country have heard the voice of God calling them to sacrifice that others may live!

URGES BUILDING OF "TANKS" FOR USE ABROAD.

W. W. FULLER, an engineer and manufacturer, of Charleston, S. C., advocates the building in quantity of armored motor cars, or "Tanks," which would form a valuable addition to our land fighting forces. From all accounts these mobile forts have played an important part in many of the Allies' victories, and Mr. Fuller believes that the development of this branch of fighting machinery is almost as essential as the building of an adequate air service.

He calls attention to the fact that there are many Southern shops that would be available for turning out, or at least assemble out of the rough, hundreds of these fighting machines daily if required.

Purely from a spirit of patriotism Mr. Fuller has written a letter to a prominent New Yorker in which he pointed out the importance of building great numbers of armored motor cars of the "Tank" type for the European battlefields with a view to interesting him in their manufacture, adding that he was patriotic enough to offer his services free of charge if he could aid in the matter.

High Prices of Foodstuffs Inevitable for Years to Come—An Enormous Decrease in World's Live Stock and Shortage in Our Grain Crops

THE wheat and corn crop this year, if the estimates of the Department of Agriculture are fulfilled by the final yield, will be 653,000,000 bushels of wheat and 3,191,000,000 bushels of corn, or a total of 3,844,000,000 bushels. The magnitude of the decrease in the wheat crop as compared with former years is not sufficiently understood or appreciated, and the fact that the corn crop promises to give us a record yield is causing the public to overlook the fact that these two chief staples are not keeping up in production with the output of the past nor with the growth of the population in the country.

Six years ago we had a corn crop of 3,124,746,000 bushels, very nearly equal to the yield estimated for this year and about which so much is being said, and even that yield of 1912 was easily absorbed by the country.

In 1915 our corn yield was 2,994,793,000 bushels and the wheat yield for that year was 1,025,801,000 bushels, or an aggregate of 4,020,594,000 bushels for these two principal grain crops.

In 1916 we had disastrously small crops, and the corn output was 411,000,000 bushels short of the preceding year and the wheat crop was 386,000,000 bushels less than that of 1915. Thus in these two crops there was a decrease of 797,000,000 bushels, while other crops were proportionately as short.

We have thus reached this crop year with the country swept bare of grain to such an extent that corn has been selling at a higher price than wheat, and livestock raisers have found it difficult to secure feed except at such exorbitant prices as to destroy in many cases all profit in producing livestock or dairy products.

The aggregate yield of wheat and corn in 1915 was 4,020,594,000 bushels. The aggregate yield of these two crops this year, based on the forecast of the Department of Agriculture, will be 3,844,000,000 bushels, or 176,594,000 bushels less than the yield of 1915.

We have thus followed the disastrously short crop of 1916 with another even more disastrously short crop of wheat, which is not offset even by the small increase in corn.

The average yield of wheat in the four years of 1912 to 1915, inclusive, was 852,000,000 bushels, while the average yield for 1916 and 1917 will be about 646,000,000 bushels.

It is impossible to overstress the importance of this situation. While from all sections come reports of abounding crops of many kinds, especially of corn and fruits and vegetables, with the cotton crop showing considerable improvement in condition, the great fundamental fact stares us in the face that the increase in this year's corn crop will not fill up the vacuum created by the shortage of last year, and therefore, even without taking into account the increased population and the increased needs of the country and of the Allies, our corn supply for the coming twelve months will be very much less than was the corn supply from the crop of 1915.

Wheat, however, is the great staple of this country and of Great Britain and of France for bread. We are a heavy flour-bread-eating nation, and we depend upon flour bread rather than upon corn bread or other substitutes for wheat. In Europe comparatively little cooking is done at home, and corn bread cannot be substituted by the bakeries for flour bread nor is corn bread at all available for army needs.

We return to these figures in order to reiterate them and to urge a broader study of the whole food situation of this country and of the Allies, for upon a true understanding of available food supplies, and a determination on the part of this country to reduce its consumption of wheat, of beef, of pork and nutrition, depends the ability of the Allies to maintain the war. Upon the ability of the Allies to keep on fighting rests our only hope from national destruction.

The necessity of this thorough study on the part of all the people of all sections, if we would, as a nation, intelligently understand the mighty economic forces at work to reduce the food supply of the world, is of supreme importance.

In a recent statement Food Commissioner Hoover presented some illuminating facts on this subject. He called attention to the diversion of 40,000,000 men in Europe engaged in war or war work, to the millions of women drafted to fill the places of their husbands and brothers, to the heavy toll of the submarines, and pointed out that all of these things have conspired to so reduce production that their harvests this fall will be 500,000,000 bushels of grain below their normal production. Because our Western European Allies, who have always been dependent to a considerable extent upon other countries for their food supplies, have to face this enormous decrease in grain, we must as a minimum find for them 225,000,000 bushels of wheat.

Our total estimated production of wheat this year is 653,000,000 bushels. Our normal rate of consumption would be nearly 500,000,000 bushels, to which should be added about 100,000,000 bushels for seed. This would leave us only 53,000,000 bushels for export if we absolutely cleaned up every bushel of wheat produced this year and left absolutely bare every wheat bin in flour mills and elevators in the country, and this, of course, is not a physical possibility. There is no other way to meet this situation than by reduced wheat consumption in this country. We must, according to Mr. Hoover, reduce flour-bread consumption at least 25 per cent., though we think his estimate is entirely too low. Unless we reduce it to a still larger extent we shall fall far short of being able to provide the Allies with the wheat needed to save them.

Some other points made in Mr. Hoover's statement bearing on the general decrease of food supplies and the effect which this will for years to come have upon the need of increased food production, both grain and livestock, and the influence of this in making certain continued high prices for years, are of striking interest. According to his statement, there has been a total decrease of 115,000,000 in the world's meat-producing animals as compared with pre-war conditions. The European countries have drastically lessened consumption among non-war workers, but this saving has been lost by greatly increased demand to supply men in the army and shops and the women who have taken up physical labor.

Mr. Hoover adds:

Already the greater call for meat and animal products, due to the stress of war on the millions of men on the fighting line and the enhanced physical labor of populations ordinarily subsisting on lighter diets, coupled with the inadequate world supply, have compelled our allies to kill upwards of 33,000,000 head of their stock animals. This is burning the candle at both ends, for they are thus stifling their annual production. Therefore, not only must we increase their supplies of meat and dairy products, but must prepare as war goes on to meet an even greater demand for these necessary commodities.

Owing to the ascending standard of living, the world was already strained to supply enough animal products to meet the demand before the war began. The war has injected into an already difficult situation a number of vicious conditions which are jeopardizing the ultimate animal-products supply of the world. The production of fodder in Europe has been diminished by the diversion of productive labor to war, and its import has been curtailed by shortage in shipping and by the isolation of markets by belligerent lines. From these causes not only are the actual numbers of animals decreasing in Europe, but the average weight and the annual output of dairy products per animal are decreasing.

The men in the armies, the men engaged in the shops and the millions of women forced to physical labor have required a greatly increased supply of animal products. Millions of individuals to whom fresh meat twice a week was a luxury are now, by necessity of their extreme physical labor, eating it twice daily. The supply of wool and leather has decreased in a period when there are additional demands, for the extra amount of normal clothing required for the soldiers must be met. All European countries have drastically reduced the consumption of meat and clothing among the non-war workers to a point that would seem impossible to the American people, but, despite this, the actual meat, fat, wool and leather consumption in the Allied countries has increased as a result of the war. Under the pressure of these forces, Europe has been eating into its herds and flocks, and thus is burning the candle at both ends.

These vicious forces accumulate impetus as the war goes on, for with a diminished herd, and thus a diminished production and a continuous demand, the inroads on the herds grow in volume.

The problem facing the American people is not only one of supplying the immediate demand of the Allies, but one which is more far-reaching in its future significance. As the war goes on there will be a constant lessening of the capital stock of food animals of the world. Among our Western allies the demand outruns further every day the decreasing production, and as shipping becomes further shortened by continued submarine destruction less tonnage can be devoted to fodder and further reduction of the herds must ensue. These destructive forces have given rise to reactions in many directions. The world's supply of meat and dairy products, of animal fats and industrial fats, wool and hides are all involved not only now, but for far into the future.

The impact of European demand upon our animal products will be maintained for a long period of years after peace. We can contemplate a high range of prices for meat and for animal products for many years to come. We must undertake to meet the demand, not only during the war so as to enable our allies to continue to fight, but we must be prepared to meet the demand after the war. Our herds cannot be increased in a single night or in a single year. Our producers will not only be working in their own ultimate interest in laying the foundation of larger herds and flocks, but will serve our national interest and the interest of humanity for years to come if the best strains of young animals are preserved. This increase in herds can only be accomplished if we save more of our roughage and raise more fodder grains. It is worth noting that after the war Europe, with lessened herds, will, pending their recuperation, require less fodder and will therefore produce more bread grains and import less of them, so that we can, after the war, safely reduce our bread-grain production so as to increase our fodder. But we must lay our foundation in the meantime to increase our herds.

There is only one immediate solution to the short supply of meat for export pending the increase in our herds and flocks, which will take years. During the course of the war we can, just as with the cereals, reduce the consumption and eliminate the waste, particularly among those classes which can best afford it. In the meantime, in order to protect all of our people, we must carefully control our meat exports in order that the people shall not be denied this prime necessity of life.

The hog is the most efficient of machines for the production of animal fat. The hog not only makes more fat from a given amount of feed, but also the products made are specially capable of preservation and most economical for commercial handling.

The swine of Europe are rapidly decreasing and the consumption demand induced by the war is much increased, and this particularly because bacon, ham and lard are so adaptable for military supplies. Moreover, our allies are isolated from many markets and a large amount from northern neutrals is being diverted to Germany.

While our hogs have increased in number by 3,000,000 animals, the average weight at slaughter is falling and our production is probably only about maintained. The increasing demand upon us since the war began is shown by the following figures of comparative exports:

Three-year, pre-war period.....	1,055,614,000 lbs.
Year ending June 30, 1916.....	1,512,375,000 lbs.

The waters of our coasts and lakes are enormously rich in food fish and shellfish. Our streams, too, contribute a great quantity of fish. Many varieties are now not used for human food, but are thrown away or used for fertilizer. Habit has confined our use of fish to a few varieties, and inadequate methods of commercial handling have limited our use of these largely to only certain days in the week. With better marketing facilities, with better understanding of how to use the most varieties, with proper preservation by smoking and salting and by establishing plants for frozen fish, we can increase greatly our supply and thus relieve largely the pressure due to the inadequate supply of meat. We only have to harvest our own fish supply. It feeds itself. Every fish eaten is that much gained in solving the present problem of living. The products of the land are conserved by eating those of the sea.

DON'T WAIT TOO LONG.

WE have not by any means always commended Secretary Redfield's actions, but when he recently dropped a leading employee of the Bureau of Foreign Commerce he demonstrated that he could learn even if it took him a long time to do so. One great trouble about the Washington situation has been the number of "know-it-alls" who have been in positions of importance, and the sooner many of them are permitted to retire to private life the better for the country.

GOVERNMENT REGULATION MAY PROVE DISASTROUS INSTEAD OF HELPFUL.

THE National Government has wisely sought, through the Department of Agriculture and the Food Commission, to arouse the nation to the necessity of increased food production. It is true that the Department of Agriculture has not yet set its standard for next year's wheat crop nearly as large as it should have done, but strenuous work is being put forth to induce the country to increase the output of foodstuffs.

Through the Shipping Board the Government is vigorously at work to increase the building of ships, and through the practical pooling of the railroads of the country, so that they can all be operated by five men located in Washington and working in connection with the Government, enlarged transportation facilities are being provided.

But no effort is being made by any department of the Government to bring about an increased production of coal and iron and steel, nor is any effort at present in evidence that the Government is making any move toward building cars and locomotives. Coal and iron and steel are as essential to the winning of the war as wheat. Cars and locomotives are as essential to the handling of the business interests of the country, as well as to the Government's movements of troops and munitions, as ships.

The Government is, by the promise of high prices, seeking to stimulate to the utmost the production of wheat—a wise and patriotic movement—but it is, at the same time, halting the development of iron and steel and coal interests by threatened restrictive legislation, which will inevitably prevent capital going into these enterprises for the purpose of making an enlarged output.

Granted that the prices of iron and steel and coal have been entirely too high, the Government is going at the matter in the wrong way in attempting to control the entire situation and set the maximum price for coal and iron and steel. It is going directly contrary to its own effort to stimulate the production of wheat by fixing a high minimum price.

The farmer can only be tempted to increase his wheat crop by the chance of a large profit. His patriotism cannot possibly be reached if he should be left to feel that his wheat would almost certainly have to be sold below the cost of production, and so the Government puts a minimum price on next year's crop of \$2 a bushel. But the Government is taking the position that the capitalist is different from the farmer; that he will wish to invest his money in coal and iron and steel interests, with no assurance of profit; that, on the contrary, the law of supply and demand will not be permitted to prevail, but that the commanding power of the National Government will be used to force prices down to a point which may mean a large profit to the best-located industries, but which would mean a loss to many of the small and less fully-equipped concerns. Nevertheless, the output of the small concern and the one that is not as wisely handled as the great institutions largely helps to make up the total.

We are afraid that the Government is pursuing an unwise policy. We cannot see anything but uncertainty and possible disaster ahead of the situation, so far as the broad, sweeping development of the nation's activities in industry are concerned. There must be free play in industry in order to call forth capital from its hiding places or from safe investments yielding only a fair rate of return to be put into somewhat speculative operations promising great profit but at a great risk, by the enlargement of the production of coal and iron and steel and kindred interests. In no other way is it possible to bring about the largest output from these industries.

The Government itself cannot advantageously handle these vast enterprises. It is already undertaking to do more than it is competent to carry through successfully. In the organization of a great army and the building and management of a navy, in vast financing and in helping the Allies to meet their problems for food, for munitions and for ships the Government has on hand, perchance, the great-

est task ever undertaken by any people on the face of the earth, matching, if not in some respects surpassing, the wonderful work which England had to assume so suddenly, and which she has so brilliantly carried out since the beginning of the war in helping to finance her Allies and in raising and equipping a great army and maintaining the world's greatest navy. We cannot add to these responsibilities, which will tax more than all the brain power in Washington, the management of all the great industrial enterprises of the country. In theory Government control and Government set prices seem very beautiful, but many an interesting theory is clubbed to death when it runs square against the real fact, and facts, and not theories, will settle the war and our ability to do our share in it.

The dispatch from Washington received as we go to press, giving the details in regard to the President's price-fixing plan for coal, only serves to emphasize the statements made in the foregoing editorial.

In this statement President Wilson, referring to the prices fixed, says:

Under them the industry should nowhere lack stimulation.

This only serves to show how little President Wilson knows about business. The prices fixed by him will not only result in preventing stimulation, but will throw a damper upon the entire coal-producing interests of the country, and result in turmoil and lessened output. It is absolutely impossible by any power known to man to increase production by forcing down prices, and in this move President Wilson is making a mistake dangerous to the very life of the nation.

WHAT ARE THE STEEL CORPORATION'S PLANS AT MOBILE?

THROUGH the Tennessee Land Co., a subsidiary of the Tennessee Coal, Iron & Railroad Co., which is a subsidiary of the Steel Corporation, more than 11,000 acres of land have been purchased at Mobile, with the announcement, in substance, that this land has been secured because of its advantages for shipbuilding.

The definite announcement has been made that the Steel Corporation will, through its subsidiaries, build a shipyard on this property, but it is not to be imagined that so wise an organization as the Steel Corporation would consider it necessary to purchase more than 11,000 acres of land merely for the purpose of locating a shipbuilding plant on a portion of it. There must be some other scheme far larger somewhere in the background of the head of Judge Gary and his associates in the Steel Corporation.

Is it possible that they are considering the feasibility of constructing at that point, some time in the future, a great furnace and steel plant, using foreign ores and having sufficient land available for the building of a big industrial city? The vast iron-ore discoveries in Cuba and in Brazil and Chile have led to the suggestion that the time might come when some of these ores would be brought into the Central South through Gulf ports and used for the manufacture of steel, meeting Southern coal for by-product coke at tidewater. There are also large deposits of iron ores in Texas, which might possibly be shipped to Mobile to advantage.

At any rate, it is hardly imaginable that so great a tract of land has been bought at a cost of over \$700,000 merely as a site for a shipyard, however extensive the shipyard may be. It is not conceivable that any shipyard, taken by itself, would ever need so large a tract of land, even if account should be taken of the necessity of building homes for thousands of workmen.

We trust that there may be some plan in Judge Gary's mind looking to a development of iron and steel making at Mobile, in connection with shipbuilding, commensurate with the magnitude of the site which has been purchased.

FOODSTUFFS NO LONGER TO BE TURNED INTO WHISKEY.

AFTER 11 P. M. on September 8 the "use of food, fruits, all materials or feeds for the production of distilled spirits for beverage purposes" is prohibited. Thus the distillation of alcohol for beverages from food products or food materials is, at least for the time being, to be ended and to that extent a limitation is to be put upon the waste of food for the manufacture of whiskey for the destruction of the bodies and the souls of the people of this country.

Every lover of humanity should rejoice at the step which has been taken. It is especially worthy of gratitude in view of the hundreds of thousands of young men in the army that are to some extent to have the temptation of drink taken from them by the elimination of much of the liquor traffic.

The law which forbids selling or giving strong drink to men in the nation's uniform is having a very marked effect. A few days ago the writer, in company with thousands of others, waited for several hours in one of the most saloon-cursed sections of the city while the soldiers gathered from various parts of the State to take the train for the South. Though the streets were for hours filled with soldiers passing to and fro, and though saloons were wide open, it was noticed that not a single uniformed man entered any of these saloons, and that there was absolute quiet and order among the men and in the vicinity so far as they were concerned.

Under old conditions many of these men tempted by the curse of drink would have flocked to the saloons, and they would have bade good-by to their loved ones with their breath polluted with whiskey and beer, but, thanks to the rigid enforcement of the law, they left the city bound on their journey to the South sober men, with their hearts and their consciences free from the effect of drink and with their loved ones bidding them good-by without seeing them under the influence of alcohol.

PEANUT GROWERS TO MEET.

THE Chamber of Commerce of Suffolk, Va., is arranging a National Peanut Growers' Farm Demonstration to be held the first three days in November. Every peanut grower in the country is to be invited to attend, and likewise every manufacturer of farm implements and accessories applying to the peanut industry is invited to enter such equipment for demonstration or display. Government, State and Southern agricultural officials will be in attendance.

The demonstration will be held on one of the large peanut farms just outside of the city of Suffolk, which is claimed to be the greatest peanut market in the world and the present center of the peanut agricultural interests of America.

The once lowly peanut will probably add this year to the food supply of the nation 45,000,000 bushels, bringing over \$100,000,000 to the farmers.

EXTENDING ITS INFLUENCE TO HIS NEIGHBOR.

232 N. Tremont Avenue,

Indianapolis, Ind., August 1.

Editor Manufacturers Record:

Please find check for \$4 due you on my account. I don't begrudge the price, but regret that I cannot put your valuable paper in more homes. I think it a blessing to any home. In this time of peril people need to have the facts presented to them, regardless of creed or politics, as you present them. I think it would be a Godsend if some of our so-called representatives would heed your timely warnings or retire to seclusion, and let those go forward that are capable of doing the work. To play politics at the cost of human lives is equal to treason. I believe it is through politics that one of the greatest forces for bringing this war to a speedy close is being held back, and that is Roosevelt. He could move the people, not only at home, but abroad, as no other man could.

I wish you the best of success, and hope you may get your paper into every home in the land. As soon as I have read my own I pass it to my neighbors.

W. M. WEST.

RAPID EXPANSION OF DYESTUFF INDUSTRY IN THE UNITED STATES.

THE Department of Commerce has just issued a survey covering the expansion of the dyestuff industry.

The most striking feature brought out by the reports was the marvelous growth of the industry and the plans in process of formation for its continued expansion in both domestic and foreign fields. The industry was shown to be steadily expanding in both value of production and range of colors for the various trades, and a number of colors are now being produced on a commercial scale that were not made in this country until recently. Indications point to considerable continuous research and experimental work with a view to both improving the quality of products and extending the range of colors to be made.

An increasing tendency is shown toward an amalgamation of interests among certain plants making crudes and intermediates with others making finished dyestuffs, which will probably result in a more extended variety of colors at a decreasing cost of production. Several instances were also noted where two or more allied corporations pooled their interests to facilitate the manufacture and marketing of their products, one of these amalgamations including some of the largest plants in the country.

The capital stock, indicated by 90 companies reporting, aggregates \$158,913,650. Notices of very recent corporations show 22 new enterprises with a total capital of \$4,112,000. These figures do not, however, include capital invested in dyestuff production by 10 firms, some of which are just beginning, nor the capitalization of those firms which formerly made only explosives, but are now entering the dyestuff field. The report states that if full and accurate data were obtainable, it is believed that the recent estimate of \$200,000,000 invested in the domestic dyestuff industry would be too conservative. Twenty-one of these corporations have invested from \$1,000,000 to \$21,000,000 each, and 40 others have a capital ranging from \$100,000 to \$800,000.

A number of new enterprises to engage in dyestuff manufacture were also noted, among these being one of the leading companies making explosives, with a fully equipped technical staff, plant and laboratory facilities and adequate commercial organization.

Other new plants in process of construction or to begin operation before 1918 are two for coal-tar crudes, one for anthracene, one for chrysoidine and methylene blue, one for nigrosine, induline and magenta, and one for nigrosine only. A producer of direct, acid and chrome colors expects to double his present output of nearly half a million pounds annually inside of twelve months. One plant making methylene dyes is planning to double its capacity, two others making aniline colors will also double their capacity shortly, one manufacturer expected to have patent blue and fuchsine on the market after July, one of the larger corporations is now making auramine and lanafuchsine on a small scale and installing equipment for their increased output, and another contemplates the manufacture of primuline in considerable quantity. A producer of high-grade colors for silk is enlarging his factory and contemplates the early production of safranine and a suitable plant for the extensive manufacture of aniline dyes.

A number of the larger corporations have branches in various cities in the United States, while a few have established agencies in Latin-American capitals and in London, Paris and Shanghai.

The facts brought out in this report indicate that the dyestuff industry in the United States is becoming thoroughly organized and co-ordinated, with every reason to expect that it will be placed upon a substantial, permanent basis both financially and physically to cope with foreign manufacturers after the war. This wonderful progress in creating a self-contained American dyestuff industry reflects great credit upon American capital and American genius, and it is deserving that Congress should so safeguard this industry by adequate protective tariff that it will be able to successfully operate and compete with the German manufacturers, who before the war absolutely dominated the dyestuff situation and made this country dependent upon them.

TRANSPORTATION INTERESTS AND THE PUBLIC.

SOUTHERN RAILWAY SYSTEM.

Atlanta, Ga., August 13.

Editor Manufacturers Record:

Referring to letter from Mr. Morgan Richards, secretary of the Selma Chamber of Commerce, published in your issue of the 2d instant.

While it is not my desire to get into a lengthy discussion of this question through the medium of your paper, I will say that had Mr. Richards been in possession of full information, or had he known anything whatever about the specific case of which I wrote you, he would not have addressed you as he has.

The cotton to which I referred was moved from a so-called "concentrating" point. The cotton was handled from that point to the mills, where it was finally consumed. On account of the "concentrating" point being in somewhat close proximity to the mill points, the cotton was not compressed, nor, as we understand it, was it desired that the cotton be compressed.

On the other hand, Mr. Richards talks about the movement of cotton from way stations into the "concentrating" point. It must be apparent to any man that where cotton is picked up in small lots at various stations the average number of bales to the car will be relatively small, due, of course, to the fact that in many instances the cotton is loaded by train crews while the train is standing at the stations.

In order to further indicate the fact that the transportation companies are doing all they can to encourage their own agents to load a greater number of bales of cotton in cars at those points where cotton is shipped in sufficiently large quantities to do it, I mention the fact we actually pay these agents bonuses as a means of encouraging them to expend greater efforts in getting the maximum number of bales of cotton into a car.

But the instance to which I specifically referred in my letter to you did not have to do with the loading of cotton by employees of the transportation companies. There was no obligation upon the transportation companies to load the particular cotton about which I wrote. If there had been, I should have certainly had no cause to address you.

This correspondence indicates, to my mind, the fact that almost invariably when transportation companies undertake to give publicity to matters of this kind their statements are immediately contested from various sources, all of which is, of course, rather discouraging to the carriers.

As stated before, my purpose in writing you was merely to bring to the attention of various shippers the absolute necessity, from their standpoint, for maximum cubical capacity per car loading with such commodities as cotton.

I hope those shippers who read my letter will take it in the spirit in which it was intended, and will co-operate, one with the other, in bringing about the result we are all striving for.

Insofar as this company is concerned, the question of capacity loading on all commodities is now receiving our utmost attention.

With respect to the letter from the Augusta receiver in regard to the loading of coal cars passing through Chattanooga, I already directed your attention to the fact that there is a gross load limit of 115,000 pounds per car on the present structure over the Tennessee River, just north of Chattanooga, but Southern Railway system lines are rushing to completion an entirely new bridge at that point, and as soon as it is completed there will be no load limits whatever over it.

Yours very truly,

E. R. OLIVER,
Assistant General Freight Agent.

Mr. Oliver is quite correct in the statement that explanations made by transportation companies through the newspapers sometimes call forth unjustified criticism, but we think this is primarily due to the fact that transportation companies have never properly taken the public into their confidence. There has been in all the railroad interests of the country in times past (but we are glad to see the spirit is passing away) too much of a disposition to ignore complaints and to overlook mistakes. Railroads have often been prompt in pointing out mistakes made by shippers, but slow in recognizing mistakes made by their own agents. This is a most unfortunate condition, and to it is due a considerable amount of the hostility on the part of shippers to railroads.

We have reached a time now, however, when individual and national safety demands the utmost consideration and conciliation between shippers and railroads alike. There should be no spirit of fault-finding or criticism. Mistakes should be carefully pointed out, errors should be frankly admitted, and the transportation interests of the country and the public at large should come to recognize that they are as much united as it is possible for any business interests in the world to be tied together. It is impossible for one to succeed without the success of the other.

Railroads must give to business interests the most

complete and ungrudging service, using every power at their command to do it in a spirit of fairness and equity, and making certain as far as humanly possible that their agents shall treat the public in this spirit.

On the other hand, every shipper who in any way whatsoever unduly embarrasses railroads by failing to load to as full capacity as possible, or by using cars as storage warehouses instead of unloading and loading promptly, is in reality contributing his best aid to the nation's enemies, for upon the fullest utilization of our wholly inadequate railroad facilities depends our ability to maintain the war. Our railroads are very short in facilities to meet the demands of the hour, but they cannot possibly overnight create new tracks, build new locomotives and new cars. Moreover, the demand from Europe on the part of our allies for cars and locomotives is so pressing that the entire car and locomotive building facilities of the country cannot meet the needs of the Allies and of ourselves. As the Allies are at the front and doing the actual fighting, it is more essential that the first help should be given to them, and if there is to be a shortage of rolling stock it must be in this country and not on the battle front. Our own safety demands this, and the business people of the country must recognize it.

If the railroads and the transportation interests will unite and work together in this spirit, rather than in a spirit of armed neutrality or open hostility, great good will be accomplished.

SEVEN TONS OF BUNCOMBE DAILY.

SEVEN tons of buncombe shipped through the mail every day under congressional frank is one of the burdens which the Postoffice has to bear, and yet when there is any shortage in postal receipts the shortage is charged against the newspapers, and they are credited with producing the deficit!

Seven tons of worse than wasted matter, 14,000 pounds day in and day out, according to a report from Washington, go out from that city under the franking privilege, and possibly all told 100 pounds might be justified.

If Congressmen were required to pay postage on the stuff they unload on the public the amount sent out would rapidly drop from the 14,000 pounds a day to nearer 14 pounds per day. And still the bill goes on, and in order to cover up its own shortcomings in this respect Congress seeks to make a smoke and blow the smoke over on the newspapers!

To a large extent it might be said that 14,000 pounds of "rot" goes out per day. It is true there are many splendid speeches made in Congress. It is true that many Congressmen send out material of value. But the good speeches are not the ones that are widely distributed, and the good Congressmen are not the ones wasting public money in this way. To a large extent the "rotten" speeches sent out by Congressmen are what make up the aggregate. And much of this stuff is the treasonable kind sent out by the pro-German element of the country, seeking to disrupt the nation with its treasonable utterances.

A FLORIDA BANKER'S PRACTICAL WORK

A. Sessoms, President.
W. O. Butler, Vice-President.
C. A. Prim, Cashier.

THE BANK OF BONIFAY.

Bonifay, Fla., August 6.

Editor Manufacturers Record:

Attached hereto find our check for \$4, for which please enter the name of J. McLaughlin, Bonifay, Fla., for one year's subscription.

We feel such a great interest in your paper that we are trying to get it scattered around among our friends who should read it. It would mean a liberal education for one to closely follow the MANUFACTURERS RECORD.

C. A. PRIM, Cashier.

If every subscriber who believes in the work of the MANUFACTURERS RECORD for the nation would make a direct effort to get another subscriber, the influence would be greatly broadened. We are fighting for the nation's life and the lives of our soldiers. If you think as we do, then help spread the doctrines the MANUFACTURERS RECORD is preaching.

THE PETROLEUM PRODUCTION OF THE UNITED STATES, IN 1916.

FINAL figures of the crude petroleum production of the whole country by States, as given out by the United States Geological Survey, shows that 300,767,158 barrels, valued at \$330,899,868, were marketed in 1916, compared with 281,104,104 barrels in 1915, valued at \$179,462,890, an increase in quantity of 19,663,054 barrels, or 6.9 per cent., and in value of \$151,436,978, or 84.3 per cent.

The output of crude petroleum in the South in 1916 was 159,900,000 barrels, which was 53.1 per cent. of the total amount marketed in the whole country, including Alaska. In 1915 the South marketed 53.5 per cent. of this country's petroleum output.

In 1915 the South produced 150,755,000 barrels of petroleum, valued at \$95,432,000, and in 1916 it produced 159,900,000 barrels, valued at \$193,000,000, giving an increase in output of 9,145,000 barrels, or 6 per cent., and a value increase of \$97,568,000, or 102.2 per cent.

From the rest of the country outside of the Southern States there was marketed 140,867,158 barrels in 1916, valued at \$137,899,868, compared with 130,349,104 barrels, valued at \$84,030,890, an increase in production of 10,518,054 barrels, or 8 per cent., and in value of \$53,868,978, or 64.1 per cent.

Oklahoma still leads in petroleum production with 107,071,715 barrels, valued at \$128,463,805 in 1916. The next Southern State is Texas, with 27,644,605 barrels in 1916. Kentucky increased its petroleum output in 1916 over 1915 by about 175 per cent., largely as the result of extensions of the Irvine pool in Estill county and of the Scottsville petroleum district in Allen county. Louisiana and West Virginia showed a decline in output last year over the year before.

Of the States outside of the South, California, Kansas and Wyoming each had increased output in 1916.

PETROLEUM MARKETING IN THE UNITED STATES IN 1915 AND 1916.

State.	1915.		1916.	
	Quantity (barrels). (*)	Value. (*)	Quantity (barrels). (*)	Value. (*)
Alaska				
California	86,591,535	\$36,558,439	90,951,936	\$53,702,733
Colorado	308,475	183,485	197,235	217,139
Illinois	19,041,895	18,655,550	17,714,235	29,237,168
Indiana	875,758	813,385	769,036	1,207,565
Kansas	2,823,487	1,702,891	8,738,077	10,339,958
Kentucky	437,274	418,357	11,203,246	12,189,812
Louisiana	18,191,539	10,804,653	15,248,138	14,669,774
Michigan	(*)	(*)	(*)	(*)
Missouri	(*)	(*)	(*)	(*)
Montana			44,917	44,019
New York	887,778	1,390,325	874,087	2,190,195
Ohio	7,825,328	10,061,493	7,744,511	16,154,940
Oklahoma	97,915,243	56,708,133	107,071,715	128,463,805
Pennsylvania	7,838,705	12,431,353	7,592,394	19,149,855
Tennessee			(*)	(*)
Texas	24,942,701	13,026,925	27,644,605	25,760,335
West Virginia	9,264,798	14,468,278	8,731,184	21,914,080
Wyoming	4,245,525	2,217,018	6,234,137	5,644,080
Other States	114,265	\$24,295	97,705	\$14,410
Total United States	281,104,104	\$179,462,890	300,767,158	\$330,899,868
Total South	150,755,000	\$95,432,000	159,900,000	\$193,000,000
Total rest of country	130,349,104	\$84,030,890	140,867,158	\$137,899,868

*Included in "Other States." †Includes Tennessee. ‡Included in Kentucky. §Includes Alaska, Michigan and Missouri.

DANGER IN TOO MUCH GOVERNMENT CONTROL.

AN illustration of the unwisdom of the Government undertaking to do everything on the face of the earth in the control of business interests as well as in the creation of an army and a navy is found in a recent commandeering of two ships which were under charter to carry sulphur from Freeport, Tex. Without any appreciation of the fact that the output of this plant furnishes nearly all of the sulphur needed by the greatest explosive-making concern in the country, and thus is absolutely essential to the Government's being able to secure powder, these ships were commandeered and taken out of the trade in which they were vitally necessary. The doing of this displayed a great lack of broad efficiency. The particular officer responsible doubtless felt that he must get ships for some particular work that he wanted to do, and therefore he grabbed at two ships which were essential to the production

of explosives, and it is even claimed that the ships, although taken over for the trans-Atlantic trade, are unsuitable for it.

Whether correct or not we do not know, but a correspondent of the MANUFACTURERS RECORD writes:

Back of the whole thing is the desire of the owners of the ships to get a better rate. With the contract of the Freeport people running another year (a contract made under the favorable rates that prevailed two years ago), the owners thought that they would be able to do better by turning the ships over to the Government.

If this statement be correct, it merely emphasizes the difficulty of securing men broad enough to vision the whole situation and willing to have their particular department fall short of what is expected of it rather than to break down some other essentially important work.

If the Government undertakes to handle the entire business interests of the country and set the price for everything, we shall have interminable troubles that will lead to months of unnecessary disastrous struggle, when, with greater freedom of action, success might be obtained much earlier.

TO INSURE THE LIVES OF AMERICAN SOLDIERS.

THERE should be no halting whatever in the adoption by Congress of the plan proposed for insuring the lives of American soldiers. It is possible that there may be some slight changes needed in the outline as proposed, but the broad general principle for protection by insurance of the men and their families and for a war allowance to the families of the soldiers should receive the instantaneous response of every American. These men are entitled to the very best that the nation can give. They are entitled to the protection of their peace of mind; they are entitled to know that they will be cared for, and that their families will be protected. Any man who opposes the most liberal insurance system for the soldiers of the country and the most liberal allowance for their dependents has a soul so small that it would rattle in a mustard seed.

As these men are giving their lives to the nation, is it too much to ask that those of us who cannot go to the battlefield should be willing to work for the rest of our lives to adequately protect these soldiers and their families? Any man who is not willing to do this should, regardless of his age, be sent to the battle front to do some part of the work that the soldiers are seeking to do.

This bill should be promptly passed. It should be put into effect immediately, and every man who has been called by the nation should be able to feel that the loved ones whom he is leaving behind will, to some extent at least, be cared for by this system. Even at the best the amount that can be arranged by insurance through the Government is beggarly small. Surely there should not be a moment's delay in making this available.

PRO-GERMAN TEACHERS.

IS it true that one of the professors in the Johns Hopkins University is so rankly pro-German, as well as German by birth and affiliation, that he is practically ostracized by the other professors? If this is true, are the trustees of the Johns Hopkins University justified in retaining him in his position merely because of the sentimental idea that a university professor must be untrammelled in his discussions of public questions? The question of treason, of Americanism or of Germanism is not a public question which any university can at present accept on the basis of universal freedom of discussion. If the trustees of the Johns Hopkins are, through any false notion of the independence of university life, permitting such a condition to exist, are they not recreant to their responsibility to this country?

If the reports that such a condition exists are incorrect, the MANUFACTURERS RECORD would be glad to be so informed, and the public would be benefited by a statement to that effect.

THE CASE OF REICHMANN.

COL. CARL REICHMANN of the United States Army was born and reared in Germany. His mother and sisters live there (if they are still living); his wife and children lived there when he was in the Philippines; he has visited close relatives in Germany a number of times. All this may in no way impair his loyalty to this country. But if, as is reported, Colonel Reichmann is bitterly hostile to England and has been a hot partisan of Germany in the present war, if he approves of submarine and Zeppelin warfare as carried on by the Germans, and especially if he has expressed the opinion that it was wrong to send American troops to fight Germans—then he is a strange sort of man to be promoted and placed in command of American troops destined for France.

The charges against Colonel Reichmann may be untrue or exaggerated, although he does not, as far as we can judge by the dispatches, deny his sympathy for Germany, but in any case it would not appear to be a very wise thing to promote to high command a German with so many close ties to his fatherland. The Senate has done well to hold up confirmation until a thorough investigation can be made.—Baltimore Evening Sun.

Even if all the intimations contained in the foregoing should prove to be correct, the appointment of Colonel Reichmann to one of the most important positions in the army would not be greater folly nor a greater mistake than many of the things done and left undone in connection with this war.

It is scarcely conceivable that a man about whom such intimations could be made as those which have been presented as a reason why the Senate should not confirm his appointment should be put at the head of American soldiers, for it is impossible for such a man not to be a traitor in thought, if not in act, if these things be true of him.

And yet his appointment would not be more unwise than the lackadaisical way in which the National Government is handling some of the pro-German activities in this country. It would not be one-half as culpable, indeed, as the two long years in which we waited without making preparation for this inevitable struggle, and now untold lives will have to pay the penalty of our incompetency to foresee the situation and the unwillingness to meet heroically the inevitable struggle and prepare for it in advance.

The people of the country as a whole are to blame. Ostrich-like, they dug their heads deep into the sand and refused to see, and there was no one in Washington who had the power to call them to a realization of the situation.

DO GERMANS STILL CONTROL AMERICAN NEEDED DRUGS?

FOR weeks the United States Government has been struggling with the problem of protected German drugs. This problem grows out of the fact that although the United States is at war with Germany, it continues to give these drugs preference over its own under patents and copyrights. And in some instances, it is charged, the profits, grown enormously since the beginning of the war, belong to the German Government and will be sent to it by its American representatives after peace is declared and overseas trade is resumed.—Savannah News.

If through any pre-war laws to protect the medicine-makers of Germany this country fails to utilize every facility for the production of medicines for the soldiers and its own people, it will be recreant to its responsibility. Under ordinary conditions no Government would be justified in violating its own laws in regard to patent rights, but when these laws in a time of stress as that through which we are now passing prevent this country from securing medicines vital to the welfare of our people, we would be guilty of criminal injustice if the nation refused to abrogate them in order to get the medicines needed and permitted our enemies to kill our people in this way.

We are not simply fighting the German Government, we are fighting the German nation from top to bottom, and the German drug-makers and the German dye-makers and every other Germany industry is co-operating with the German Government to destroy the people of this country.

Squeamishness on our part in not recognizing this situation would produce untold suffering and deaths, and there is no law, human or divine, which demands of us a maintenance of the copyrights and patents of German drug-makers under such conditions.

IS THIS THE FRUIT OF VROOMAN'S CAMPAIGN OF MISINFORMATION?

THE Baltimore Star criticizes Food Administrator Hoover, and says:

We have honestly and sincerely supported his appointment and have looked forward to his doing things in a courageous and forceful fashion. With practically unlimited power he has done absolutely nothing towards controlling the food situation except in the way of issuing statements advising meatless days and wheatless days and such like. . . .

Yesterday the office of the Food Director issued a scare statement that is hardly reassuring to the American people. It states that the world is facing a meat famine for years after the war and pleads for abstinence from meat for everyone except soldiers and munition workers.

The people are beginning to get rather sick of too much advice, especially when it comes from individuals to whom they have given plenary power to act for them. Mr. Hoover and the Department of Agriculture have power to conserve the meat supply of the country from the birth of the animal to the butcher's block.

Let these gentlemen who are trying to scare the people to starvation get busy with the big job before them. The Hoover statement of yesterday could only prove gratifying to one particular type of person—the meat packer and the butcher, who must enjoy it hugely, as they can use it as a bludgeon with which to beat increased profits out of the unfortunate consumer.

The MANUFACTURERS RECORD would like to offer a prize to any individual who can put into the same number of words a greater lack of sense and judgment than is found in the foregoing quotation. We do not believe it can be done, and, therefore, any prize that might be offered would never secure a winner.

Mr. Hoover has been Food Administrator for about two weeks. He has had to organize a great force and gather around him many of the best men of the country who have volunteered to co-operate with him and to devote their time entirely to this work.

No business concern in the country with limitless capital could do in six months so far-reaching a piece of expert work as Mr. Hoover has been able to do in the brief time in which he has been at work, even if we count the voluntary time which he gave when without any official position whatever he was, at the request of President Wilson, formulating his plans.

If the Star will kindly explain to a waiting world what it expects Mr. Hoover to do and how he can do it, it will earn the gratitude of the public. If he has been given practically unlimited power, will the Star please explain how he can control the food situation except by the co-operation of the people and by stimulating production of foodstuffs? He cannot, as a highway robber, take the cattle and the hogs and the grain from the farmers and furnish them to the consumers without cost. Even the plenary powers which the Star says have been given to him so freely do not make him quite equal to the Creator himself in being able to bring about a limitless supply of food. He cannot overnight make wheat and corn and cattle double in quantity, nor can he overnight cut in half the demand for foodstuffs.

Is the Star unwilling to know the truth? Is it unwilling to have the actual facts as to the world's shortage of food presented to the public in order to show the seriousness of the situation and to convince the farmers of this country that there is before them a long stretch of years in which they can profitably increase their output? Would the Star have the country go on in fancied security, making no effort to reduce the consumption of food in the light of facts as to the world's shortage of foodstuffs? Does the Star want to make the American people stick their heads in the sand and insist that there is no danger because with their heads deep down in the ground they are unable to see the enemies around them?

Unfortunately, Mr. Hoover will have to meet just such silly criticism as this of the Star's, which unfortunately will convey an erroneous impression to the public, and thus do great harm. There is no power under the sun given unto Mr. Hoover or anyone else to change the fundamental fact that there is a great world shortage in food any more than there is any power given to any man to say truthfully that there is no war. One statement would be as devoid of sense as the other.

Does the Star wish to keep the public in ignorance? Does it wish to have Mr. Hoover suppress the facts upon which alone can be based an argument for food conservation and increased food production?

The United States Department of Agriculture has been guilty to the extreme of deceiving the public by putting forth many erroneous statements as to our food supply, and it has been difficult for the truth to catch up with the falsehoods thus uttered.

Mr. Hoover is trying to bring truth to the public. What he is doing in this respect is exactly what the MANUFACTURERS RECORD has been trying to do not merely for the last twelve months, but for years, because every intelligent man who cared to study the real situation knew long before the war that there was a steady decrease in the food production of this country in proportion to population, destined to be a serious menace to the welfare of the nation, and this situation has been tremendously intensified by the war.

ROUND UP THE TRAITORS AND SPIES.

MRS. MARY ROBERTS RINEHART, the well-known writer, tells, in a recent issue of the Saturday Evening Post, an interesting story about her travels through the country recently in studying the new cantonments. In this story she gives an indication of a widespread German propaganda now under way throughout the country. She says:

After I had been traveling about the country for a few weeks, I had come to a conclusion there was no getting away from. Germany is still trying quiet methods in this country. What her great army here will do when those methods fail I do not know. What it is doing now, as a part of its work, is to be heard and seen on almost every through train. Pleasant-faced gentlemen in smoking compartments, friendly ladies in dressing-rooms and Pullman chairs are busily instilling into the more or less receptive minds of a leisurely traveling public distrust of our Government. Do you recall that unctuous gentleman who said he was from New Orleans, but whose coat was marked Baltimore, who prefaced his remarks with the statement that he was a loyal American, but—?

Have you not heard the old, old arguments of capital forcing this war because it was afraid of the safety of its loans to the Allies? Of Great Britain dragging us in because the British were lying down on their job? Of big interests who brought on our part in the war for the sake of contracts?

They have all the stock arguments, these German spies and propagandists, plus some new ones. But ask them their names and addresses, and then, a trifle later, get out your note-book and write something down—it doesn't matter what. The names and addresses are not important, because they are false. But watch them stop talking and observe them furtively scrutinizing you afterward.

I have had two women try this with me, and on one through train in the South I overheard, in the smoking compartment, one man holding forth to three different audiences. It is insidious poison, for it strikes generally at the good faith of our allies.

These statements of Mrs. Rinehart merely confirm what every intelligent man in the country knows, and that is that the country is literally full of pro-German activities, of spies in every direction, of men and women who, professing to be Americans, are still at heart pro-Germans, or, as we have said somewhere else, pro-Hellites; but the Government has not yet made any great move to round up, intern or shoot the men guilty of these activities. In the meantime, they are making certain the death of many an American soldier through our failure as a nation to act with energy.

HOW INADEQUATE TRANSPORTATION HALTS PROGRESS.

W. D. ROBINSON of Pass Christian, Miss., in the course of a letter to the MANUFACTURERS RECORD, referring to the way in which business interests are halted by the lack of transportation, says:

One of the difficulties in the paper-mill situation is to get machinery for plants. The machinery for the New Iberia mill was delayed nearly a year. Even after the machinery was made it was delayed nearly six months through lack of transportation. The heavy machinery for the New Iberia mill was loaded on the cars in Ohio in February last, and it was not delivered at New Iberia until the middle of the summer. The third big paper mill at Bogalusa cannot start up until 1919 or 1920 because of inability to get machinery. This plant is to cost over \$2,000,000.

JUDGE EMORY SPEER DECIDES AGAINST THE SLACKERS AND COWARDS REPRESENTED BY TOM WATSON.

JUDGE EMORY SPEER of the Southern District of Georgia, a man of the highest integrity, a judge of the broadest legal attainments, who has rendered many record-making decisions, on August 20, at his summer home at Mt. Airey, Ga., rendered a decision which, like others, is destined to be epoch-making, and, in denying a writ of habeas corpus to two slackers who refused to register and who were represented by Tom Watson, whose activities against the Government should long ago have caused him to be placed in the penitentiary or before the firing squad, upheld the constitutionality of the Selective Draft law and the right of this country to send its soldiers to the battlefields of Europe.

Judge Speer, with the energy which characterizes his decisions, asserted that the nation has a right to use every man and every energy

"to defeat the migration to its soil of mighty nations of ferocious warriors whose barbarous inhumanity for three years has surpassed all others since the death of Attila, The Scourge of God."

The petitioners, through their attorney, had contended that the draft act violated the Thirteenth Amendment, prohibiting slavery.

Judge Speer's decision, in part, is as follows:

To agree to this contention we must conclude that the soldier is a slave. Nothing could be more abhorrent to the truth, nothing more degrading to that indispensable and gallant body of citizens trained in arms to whose manhood, skill and courage is and must be committed the task of maintaining the very existence of the nation and all that its people hold dear. The Grand Army of the Republic and the Confederate Veterans are not maintained to preserve the traditions of slavery. Nations do not pension slaves to commemorate their valor. . . .

The sole additional ground of the petition is that by the common law it was the right of petitioners to "remain within the realm," and that this right should now be held to relieve them from military service beyond the borders of the United States.

The reply is that the common law, that is, the immemorial English law, cannot prevail as to the United States or its people against the explicit provision of an act of Congress. Nor has a court of the United States power to declare an act of Congress invalid because it is inimical to the common law. The touchstone for such judicial power is the Constitution, and nothing else.

It remains to be determined whether the Constitution has conferred authority on Congress to enact this law. Clause II of Article I, Section 8, of the Constitution empowers Congress "to raise and support armies." This power is plenary. It is not restricted in any manner. Congress may summon to its army thus authorized every citizen of the United States. Since it may summon all, it may summon any. . . .

There remains to be considered the contention that Congress cannot employ the national army to be created by virtue of this legislation in foreign lands or beyond the seas. If this is true, then, indeed, is our country impotent. Then must its people, indeed, suffer in their own homes, in their cities and on their farms all the horrors of invasive war. . . .

Was this contention maintainable, the misguided men who for their personal ease advance it might all too late discover their fatal error. They would discover it in the flaming homesteads, in the devastated fields, in murdered brethren, in outraged wives and daughters; in their lands, their factories, their merchandise, their stock, their all, coolly appropriated by the conqueror as his own; their institutions destroyed; homeless, landless and beggars, to spend whatever intervals of degraded life remain to them in abject slavery to the conqueror. But our organic law does not so shackle the gigantic energies of the great republic.

It is said that there is no express power to send armies beyond the sea. True, but there is to express power to enact the criminal laws of the United States; none to convey the public domain; to build a transcontinental railroad, nor to construct the Isthmian Canal, nor to create the Interstate Commerce Commission, nor to declare the Monroe Doctrine, nor to make the Louisiana Purchase, nor to buy Alaska, or to take over Porto Rico and the Philippines.

This has all been done under the great power to promote the general welfare, just as the selective army will be created under the law here assailed "to provide for the common defense," and beyond and above all is the inherent power of every nation, however organized, to utilize its every man and its every energy to defend its liberty and to defeat the migration to its soil of mighty nations of ferocious warriors whose barbarous inhumanity for three years has surpassed all others since the death of Attila, The Scourge of God. The writs are denied.

More Than One-Half of Nation's Expected Corn Increase Over 1916 Is in the South

THE August forecast of crop conditions indicates a yield of 3,190,000,000 bushels of corn, or an increase of 607,000,000 bushels over the actual yield of 1916. Of this increase more than one-half, or 315,000,000 bushels, of the indicated increase is in the South, omitting Louisiana, Texas and Oklahoma, in which there has been some decrease, due to drought. This is truly a marvelous showing for the Central South, and gives an indication of the great grain-growing potentialities of this section.

The wheat and corn production of the South last year was disastrously short, as were these crops in other sections of the country. Many of our people in Government and in private life are overlooking this fact in their enthusiasm over the prospective larger yield of corn this year.

The August forecast for the corn crop of the whole South as given by the United States Department of Agriculture is for 1,200,000,000 bushels of corn, or a gain of nearly 250,000,000 bushels over 1916. But the gain in the South, omitting Louisiana, Texas and Oklahoma, is really 315,000,000 bushels.

That is a splendid showing. When, however, we turn from the disastrously short crop of 1916 to the figures which tell the story of production in 1915, it is found that the forecasted corn crop of this year in the whole South is only 7,000,000 bushels more than the actual yield in 1915, and the wheat crop of the South of this year, though it is estimated at 16,000,000 bushels more than that of last year, is 24,300,000 bushels short of the yield of 1915. It is well to bear these facts in mind when studying crop production from a world-need point of view.

While the corn crop of the Central South this year promises to be very much larger even than the splendid yield of 1915, Louisiana is expected to fall 6,000,000 bushels short of the yield of 1915, and Oklahoma and Texas, where the corn has been almost ruined by drought, show a very material decrease. The falling off in these three States is over 160,000,000 bushels, compared with 1915. In Oklahoma the decrease is expected to be 78,000,000 bushels of corn, and in Texas 76,000,000 bushels. Were it not for the heavy decrease in these States, the Southern corn production for the year would show a very much larger gain than the figures given for the increase over 1915. There is a possibility that late rains in some parts may yet improve the final outcome.

Indeed, in the Central South magnificent progress has been made, and these States may well rejoice over what they have done, but it is in the larger aspect of the nation's needs from which we must view the whole situation and not be misled into a false sense of security.

Turning from the disastrously short crop in Texas and Oklahoma and the decrease in Louisiana, it is seen that Alabama is expected to make a gain over 1915 of nearly 33,000,000 bushels; Florida, 1,500,000 bushels; Georgia, 5,000,000 bushels; Kentucky, 24,500,000 bushels; Maryland, 5,000,000 bushels; Mississippi, 17,000,000 bushels; North Carolina, 8,000,000 bushels; South Carolina, 10,000,000 bushels; Tennessee, 20,000,000 bushels; Virginia, 6,000,000 bushels; West Virginia, 2,000,000 bushels, and Missouri, 40,000,000 bushels. These are magnificent gains, and show how thoroughly the South has entered into the spirit of increasing its corn crop. If only Texas and Oklahoma could have kept pace in corn production with the rest of the South, the showing for this section would have been amazingly great.

The statistics of actual yield for 1915, as com-

pared with the August forecast of the United States Department of Agriculture, are as follows:

WHEAT AND CORN PRODUCTION OF SOUTH FOR 1917 COMPARED WITH 1915 YIELD.

Corn.		Aug. 1 forecast, 1917	Actual yield, 1915
State.	(bushels).	(bushels).	(bushels).
Alabama	39,014,000	66,300,000	66,300,000
Arkansas	65,775,000	62,100,000	62,100,000
Florida	13,594,000	12,000,000	12,000,000
Georgia	70,560,000	64,950,000	64,950,000
Kentucky	129,588,000	105,000,000	105,000,000
Louisiana	39,101,000	45,100,000	45,100,000
Maryland	29,933,000	24,850,000	24,850,000
Mississippi	84,456,000	67,460,000	67,460,000
Missouri	232,255,000	191,750,000	191,750,000
North Carolina	69,195,000	60,900,000	60,900,000
Oklahoma	33,844,000	112,100,000	112,100,000
South Carolina	45,797,000	35,145,000	35,145,000
Tennessee	113,062,000	93,150,000	93,150,000
Texas	90,418,000	166,850,000	166,850,000
Virginia	66,792,000	60,562,000	60,562,000
West Virginia	27,147,000	25,200,000	25,200,000
Total South	1,200,471,000	1,193,407,000	1,193,407,000
Total United States	3,190,792,000	2,994,793,000	2,994,793,000
Total rest of country outside of South	1,990,321,000	1,801,386,000	1,801,386,000

Wheat.		Estimate, 1917	Actual yield, 1915
State.	(bushels).	(bushels).	(bushels).
Alabama	930,000	1,200,000	1,200,000
Arkansas	3,210,000	2,750,000	2,750,000
Florida	2,074,000	3,575,000	3,575,000
Georgia	8,916,000	9,900,000	9,900,000
Kentucky	11,271,000	10,272,000	10,272,000
Louisiana	210,000	100,000	100,000
Maryland	26,955,000	34,108,000	34,108,000
Mississippi	9,954,000	9,810,000	9,810,000
Missouri	31,659,000	38,890,000	38,890,000
North Carolina	1,869,000	2,430,000	2,430,000
Oklahoma	5,382,000	9,030,000	9,030,000
South Carolina	15,252,000	25,575,000	25,575,000
Tennessee	19,348,000	16,974,000	16,974,000
Texas	4,648,000	4,500,000	4,500,000
Virginia	141,718,000	169,084,000	169,084,000
West Virginia	653,366,000	1,025,801,000	1,025,801,000
Total South	141,718,000	169,084,000	169,084,000
Total U. S.	653,366,000	1,025,801,000	1,025,801,000
Total rest of country outside of South	511,648,000	856,717,000	856,717,000

When we turn from the comparison of the big yield of 1915 to the small crop of last year, which was far below the average of recent years, and compare that with the August forecast of the Department of Agriculture, we cannot but be impressed with the wonderful difference shown in many of the Southern States, especially in Alabama, Kentucky, Mississippi, Missouri, North Carolina, South Carolina, Texas, Virginia and West Virginia. In Texas, Oklahoma and Louisiana the yield of corn for this year is less than it was even for the short year of 1916.

In wheat production, comparing 1916 and 1917, Arkansas shows an increase; Georgia, a heavy decrease; Missouri, a heavy decrease, while Virginia makes a notable increase. Mississippi, which until recently has not been counted a wheat-producing State, is beginning now to grow more and more wheat, and promises this year to become a much larger wheat producer than ever before.

The net increase for the whole South in corn over last year is 249,000,000 bushels, but if we omit the three States in which a decrease is shown, there is a gain in the rest of the South of 315,000,000 bushels.

WHEAT AND CORN PRODUCTION OF SOUTH FOR 1917 COMPARED WITH 1916 YIELD.

Corn.		Aug. 1 forecast, 1917	1916
State.	(bushels).	(bushels).	(bushels).
Alabama	39,014,000	46,688,000	46,688,000
Arkansas	65,775,000	45,135,000	45,135,000
Florida	13,594,000	12,600,000	12,600,000
Georgia	70,560,000	62,000,000	62,000,000
Kentucky	129,588,000	95,200,000	95,200,000
Louisiana	39,101,000	44,814,000	44,814,000
Maryland	29,933,000	27,300,000	27,300,000
Mississippi	84,456,000	47,600,000	47,600,000
Missouri	232,255,000	132,112,000	132,112,000
North Carolina	69,195,000	53,650,000	53,650,000
Oklahoma	33,844,000	53,325,000	53,325,000
South Carolina	45,797,000	32,098,000	32,098,000
Tennessee	113,062,000	84,500,000	84,500,000
Texas	90,418,000	131,100,000	131,100,000
Virginia	66,792,000	60,990,000	60,990,000
West Virginia	27,147,000	22,112,000	22,112,000
Total South	1,200,471,000	951,134,000	951,134,000
Total United States	3,190,792,000	2,583,241,000	2,583,241,000
Total rest of country outside of South	1,990,321,000	1,632,107,000	1,632,107,000

Wheat.		Estimate, 1917	Actual yield, 1916
State.	(bushels).	(bushels).	(bushels).
Alabama	930,000	1,200,000	1,200,000
Arkansas	3,210,000	2,750,000	2,750,000
Florida	2,074,000	3,575,000	3,575,000
Georgia	8,916,000	9,900,000	9,900,000
Kentucky	11,271,000	10,272,000	10,272,000
Louisiana	210,000	100,000	100,000
Maryland	26,955,000	34,108,000	34,108,000
Mississippi	9,954,000	9,810,000	9,810,000
Missouri	31,659,000	38,890,000	38,890,000
North Carolina	1,869,000	2,430,000	2,430,000
Oklahoma	5,382,000	9,030,000	9,030,000
South Carolina	15,252,000	25,575,000	25,575,000
Tennessee	19,348,000	16,974,000	16,974,000
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Virginia	141,718,000	169,084,000	169,084,000
West Virginia	653,366,000	1,025,801,000	1,025,801,000
Total South	141,718,000	169,084,000	169,084,000
Total U. S.	653,366,000	1,025,801,000	1,025,801,000
Total rest of country outside of South	511,648,000	856,717,000	856,717,000

WE ARE FIGHTING IN ORDER TO SAVE OUR SOLDIERS FROM USELESS DEATHS DUE TO INCOMPETENCE.

Salisbury Post.

Salisbury, N. C., August 16.

Editor Manufacturers Record:

I am reading the MANUFACTURERS RECORD with a new interest these days. If only every publisher would take the same positive stand and as vigorously maintain the cause for which our great nation fights, there would be a speedy ending of the many ignorant and harmful voices that are constantly heard at every hand. As the father of a 20-year-old son in the army of volunteers, ready for service anywhere in France, I enjoy reading your paper, so plain spoken and so fearlessly standing for real American service, uncompromisingly, by real Americans. Just feel like saying this much. Strength to your great pen!

J. F. HURLLEY,
Publisher.

YOUNG MEN'S CHRISTIAN ASSOCIATION,
330 Bull Street.

Savannah, Ga., August 16.

Editor Manufacturers Record:

There are so many good things in your editorial columns now that one can hardly make any distinction, but your statement on page 49 of the August issue is especially timely—"More Drastic Control of Pro-German Activities Needed."

It is time to quit fooling with questions that pertain to the safety of our American institutions. The Government should, in my humble judgment, take steps at once to put the snuffers on all of the pro-German newspapers published in this country.

The English language is the spoken language of all good Americans, and anyone who cannot or will not use it in these days should be put where they cannot do any harm, anyway.

America is for Americans, and all can become Americans by adopting American customs and speech. I wonder how long his "All Mightiness" would allow an American newspaper to be published in Germany in the English language?

I hope that you will keep on hitting the line hard. There is no uncertain sound about what you say, and we like it. May your paper have a very large circulation! I am happy to report that many of our readers in the reading-room are reading it closely.

THOMAS JOHNSON,
General Secretary.

STANDARD BRICK CO.

Macon, Ga., August 16.

Editor Manufacturers Record:

I heartily endorse your editorial, "More Drastic Control of Pro-German Activities Needed," printed in your Bulletin of August 13, and commend your suggestion of the creation of a "Department of Safety" to be headed by Mr. Theodore Roosevelt.

I hope that the administration will consider carefully your suggestion and will decide to adopt it. Such a department seems to me an urgent need, and Mr. Roosevelt "does things."

W. E. DUNWODY,
President.

GERMANY'S "MORAL ADHESION."

REFERRING to the Pope's peace plan, a daily paper makes a big headline:

GERMANY ASSURES MORAL ADHESION TO POPE'S PEACE.

Will somebody please explain what Germany knows about "moral adhesion" to anything? It knows a great deal about immoral adhesion and about immorality and every form of devilry which can be conceived, but who is there on earth who would accept from Germany anything on the basis of a pledge of "moral adhesion" to peace or anything else? Germany has long since forfeited the world's respect and the world's possible belief in anything moral ever coming out of that Government or of that nation as it now exists.

No Unholy Peace to Mock Civilization

THE world's greatest murderer of innocent women and children, the world's greatest ravisher of nations and of individuals, the world's vilest exponent of autocracy and barbarism begins to see its inevitable doom before the righteous wrath and God-given power of an awakened civilization, and through every available channel now seeks an unholy peace—a peace which, if granted, would be civilization's willingness to condone the blackest crimes that ever stained the history of mankind. If our country should listen to this plea, would we not rightly call down upon ourselves the just wrath of an offended God who would spew us out of His mouth because, being neither hot nor cold, we were lukewarm in the greatest crisis of human history?

The foregoing, called forth by the Pope's message, sent as a telegram to President Wilson and comments on that message published in the Daily Bulletin of the MANUFACTURERS RECORD of August 18 have brought the following telegram:

Memphis, Tenn., August 20.

Editor Manufacturers Record:

Your comment on Pope Benedict's peace plan insults two hundred thousand Catholic soldiers of us, as you impute German and Austrian influence as reasons for his peace plan. His wisdom surely is more than yours. Belgian, French, American, Italian and all Catholics are his children. You lose your head in this case. Am afraid you trained too long with Tom Watson and his kind.

N. C. MCGINNIS.

This telegram indicates on the part of Mr. McGinnis an unwillingness to have the Pope criticized in the same way that the MANUFACTURERS RECORD criticizes President Wilson, or anyone else, high or low, with whose views it does not agree. The MANUFACTURERS RECORD does not know Mr. McGinnis, but we will give him the benefit of a reply for the sake of any others, if there be such, of a similar frame of mind.

The MANUFACTURERS RECORD esteems President Wilson personally most highly. It appreciates profoundly the tremendous burden he is carrying. To the utmost extent of its ability it gladly co-operates with him and with those gathered around him in the Cabinet whenever and wherever it can do so. But it would be false to its responsibility if it was not at any time ready to criticize unsparingly its most intimate friends in the Cabinet or elsewhere merely because of friendship or because of the position which they hold before the world.

We believe that the Pope made a great mistake—one of the greatest ever made by a religious leader. We believe that he lost perhaps the greatest opportunity ever given to any religious leader in the world's history. If, regardless of all other considerations, he had boldly proclaimed his denunciation of the crimes of Germany and Austria and demanded that they should do full penance and make reparation, before the world should be called to consider peace or treat with their representatives around the table at which gentlemen are supposed to be gathered, he would have placed the banner of his Church on the highest ramparts of human civilization. He would for all ages have stood out as one of the world's great, daring leaders of righteousness. But he missed this supreme opportunity.

Is it Mr. McGinnis' view that the Pope is above all criticism, and that he is so supreme that when he enters into a discussion of world peace terms and steps entirely outside of his religious activities as the leader of his Church he shall not receive the same measure of criticism that would be passed upon any official in any great country on any subject connected with the war? If so, how will Mr. McGinnis meet the criticism of Belgium's heroic Cardinal Mercier, who, when first informed about the peace terms suggested by the Pope, was reported as saying that he did not believe that the Pope could ever have sent such a message?

We are sorry to think that one who, like the Pope, should stand unswervingly for honor and justice among nations as among individuals, could suggest that an army of rapists and murderers are on a par with the army of men battling for civilization; that the murderers of children should be the peace companions of the noblest men on earth, and we reiterate the statement made in the Daily Bulletin, that better a thousand times death with honor than a compact with Hell merely for the sake of peace.

Mr. McGinnis' suggestion that he is afraid that the editor of the MANUFACTURERS RECORD has "trained too long with Tom Watson and his kind" is typical of an unfortunate spirit of a class of men who are always ready to base a supposed argument on a false premise. Men of his kind are largely responsible for "Tom Watson and his kind." If there had been none of the McGinnis kind, there would have been none of the Tom Watson kind.

So far as the MANUFACTURERS RECORD is concerned, we believe that Tom Watson is an unspeakable curse to the country; that he ought to be in jail, or else taken before the firing squad as an enemy to the nation and to civilization. We rejoice that Judge Emory Speer, one of the ablest judges in the country, a man of unswerving integrity, and one whose decisions have rarely been overruled, has rendered so just a decision as that published elsewhere in this issue against the work of Tom Watson and his kind in endeavoring to embarrass the National Government in sending drafted men to Europe.

Is Mr. McGinnis absolutely pro-American and pro-Allies, or is there in his heart any tinge of pro-Germanism or anti-Allies? Perchance some other influence than the Pope's message moves him. Would Mr. McGinnis give unswerving allegiance to his country first, or is he among the small class who, under such circumstances, would put his country second?

Under no possible conditions would the MANUFACTURERS RECORD permit to enter into its columns any sectarian discussions. It is broad enough to see the good in all and the evil in all. It counts its friends among all denominations. But as it will not permit political influences to warp its judgment or keep it from publishing any criticism which it may feel called to make against men in public life, whether they be its most intimate personal friends or men whom it has never known, so it claims the right when the Pope enters into the world arena of politics and war to discuss his views and criticize them with as much freedom as it would the views of any other man. So long as he confines his activities to the religious work of his individual Church, nothing which he does will call forth the commendation or the condemnation of the MANUFACTURERS RECORD; but when he steps outside of that work and seeks to be a leader in the world in bringing about peace without any denunciation of Germany's vilest crimes and without any reparation on the part of Germany for the fearful world war which it has brought about, we reserve the right to criticize him as freely as we would any other man, and we are sure that Mr. McGinnis does not in the slightest represent the intelligent Catholics of the country in his opposition to this position. Indeed, the article which he so viciously assails was written after discussing the subject with one of the most active and devoted Catholics of the city of Baltimore, who fully agreed with the position stated, that the Pope had missed the opportunity of the centuries and made a great mistake.

Commenting on the Pope's peace proposal, Financial America of New York says:

There is no peace in the peace proposal of Pope Benedict. The pontiff might have spared himself the trouble of submitting the proposition.

Wherein can the Vatican find basis for such a plan as that of the *status quo ante bellum*? The Pope would have all the belligerents forgive and forget.

Let us see how the principle applies in ordinary life. If a bullying, arrogant, envious citizen breaks loose one day, tears through an inoffensive neighbor's hedge to cripple another neighbor he hates, and if, when the inoffensive neighbor protests and tries to defend his property and himself, the bully beats him to pulp, and tramples on his mangled body to reach the neighbor he hates, would the Pope think such a citizen should get no punishment?

If, to carry the illustration further, the arrogant citizen burned the houses of neighbors, murdered bystanders, looted homes, scorned every law, human and divine, would the Vatican suggest such a person should be told: "Now, if you'll stop your wholesale criminality we'll say no more about it and all settle down in peace and love?"

The Pope departs from the tenets of the Roman Catholic Church in what he suggests. The church teaches that there can be no forgiveness without contrition and penance. Where is there justice in the *status quo ante*? Where is there confession, penance?

Crime has been crime since the days of Adam. A peace

which was negotiated on the basis of the Pope's ideas would be an invitation to the Germans or other criminal people to resume the carnival of crime at a later and more propitious time. And why not? If burglary, murder, rape, arson, poisoning—every crime of vicious human—is to entail no suffering to the criminal except such injuries as he may receive in the commission of the crimes, it is to put a premium on crime.

The proposal of the Pope may make us know more of the tenderness of his heart, know more of his gentle spirit, know a little of his spiritual fervor and his idealism, and at the same time make us shake our head, if not smile, at his impractical notion.

Not the eye for an eye and tooth for a tooth of the Mosale law does the outraged world demand. Not a savage, a vengeful punishment does it want the German to know.

But the world must have the Teuton know the horror of his acts.

Not until the Teuton knows this, not until the blood-madness cools within him and he seeks the forgiveness and the mercy of mankind, will the world be made safe for democracy.

And the New York Tribune, discussing the same subject under the heading "Why It Failed," says:

The failure of the Pope's peace proposal—and there can be no mistaking the fact that it has failed—is not difficult to explain. It has failed because it sought to prepare the way for a discussion between two sets of nations which are fighting the war on a wholly different basis. It failed, beyond all else, because the alliance against Germany is primarily an alliance to prevent the destruction of civilization by force. It failed because, while the force to destroy remains in existence and the German will to use that force endures unshaken, peace by negotiation is necessarily impossible. . . . Were this war a war of the character of many of those contests of the past, there is no nation in the world which would not have heeded the Pope's proposal to open negotiations for peace without further bloodshed. But this war is totally different from most, if not all, of the wars in the past, in that Germany precipitated it to seize control of the world and then pursued it with a remorselessness and inhuman efficiency which have threatened the life, the liberty and the safety of all her enemies, not alone through methods of civilized warfare, but by every method known to barbarism as well. And the world has quite unconsciously fixed upon one thing as the inevitable condition antecedent to any discussion of peace.

A writer in the same issue of the Tribune from which the editorial extract was taken states the case so clearly that we republish a portion of his letter. It is as follows:

That the crimes of Germany and Turkey in particular are on a scale so gigantic as to throw all past infamies into the shade is no reason why they should go unpunished and even unbuked, as the Pope's letter to the world suggests. That scale of cruelty and savage barbarism only makes it more imperatively the duty of the Allies to bring these awful crimes to sternest judgment. The letter of His Holiness disregards justice absolutely. All virtues are practically worthless unless based on the fundamental virtue, justice.

To accept the Pope's letter as a basis for peace would make of Christianity a cowardly farce and disgrace Christendom forever. It is the most amazing thing that has yet come upon a world more or less dazed by the German denials of every law of God and man and every victory won in blood and anguish for justice in this present world.

STOP FEEDING GERMANY THROUGH NEUTRALS.

AN American who has been spending some time in Switzerland, making a careful study of business conditions there, has written for the New York Times an elaborate review, showing the extent to which foodstuffs have been shipped through Switzerland and from Switzerland to Germany. His figures indicate a very large increase in the movement of food products from Switzerland to Germany since the beginning of the war.

Switzerland is but one of the neutral countries which has largely contributed to the food supply of Germany while looking to the United States for shipments of food.

In the course of the elaborate article mentioned, the writer in the New York Times says:

Now that we are in the war, every consideration of reason and selfish advantage join in counseling a policy that will bring Germany as speedily as possible to her knees. My personal conviction, based upon a year's study abroad of conditions in the German Empire, is that we will, in conjunction with our allies, beat Germany on the field of battle in two years at a probable cost to us of a million lives, or starve Germany into submission by not later than next March through unyielding enforcement of the blockade. For let there be no mistake about it—the vulnerable spot of Germany today is her economic life rather than her armies.

NOT 1,000,000,000 BUSHEL, BUT 1,500,000,000 BUSHEL OF WHEAT SHOULD BE THE NATION'S AIM FOR NEXT YEAR.

THROUGHOUT the South there is a lively and encouraging rivalry on the part of bankers and business men in presenting to the farmers of their communities the importance of diversified farming, and especially of food production, with wheat as the dominant note. It is impossible to press too strongly upon public attention the supreme necessity of raising wheat, for all our armies and our navy and our billions of Liberty Loans will be in vain if we cannot feed our own armies and those of the Allies, and cannot provide for the Allies and for our own people the wheat so badly needed.

The Department of Agriculture has started out with an effort to raise a billion bushels of wheat next year. The very suggestion shows the lack of appreciation of the seriousness of the situation when the figure is put at one billion bushels, which is actually less than the wheat crop of 1915, and we have now had two disastrously short years, bringing a world-wide shortage in wheat. The fight of the Agricultural Department, and of every man interested in this supreme question, should be for a minimum of a billion and a half bushels of wheat. Any effort based on a lower plane would in itself be a misfortune, because even if we planted for a billion and a half bushels of wheat, we might, through bad weather, get very much less.

We had more than sixty million acres in wheat in 1915. We should have ninety million acres in wheat for next year.

"DON'T PREACH ABOUT THE WAR."

THE pastor of an important church in the South, as he was about to enter his pulpit received from one of his leading members an admonition—"Don't preach about the war."

The thought of the man who was unwilling to hear about the war seems to have been that either he had heard enough about it or else with an absolutely erroneous sense of the situation he felt that the pulpit was not the place in which to discuss the war.

A man or woman who can take that view in this hour of world tragedy, beyond all other tragedies in human history, has so little conception of the period through which we are passing that we might well believe that had he stood on Calvary when the Son of God gave His life for the world he would soon have said to the preachers of that day: "Do not talk about Calvary or the Cross. We have heard enough about it. It is horrible; let us put it out of our mind." That would have been about the conception of the meaning of the Cross to a man or a woman who today could suggest to a minister of the Gospel that the pulpit is not the place in which to discuss the war or who could feel that we are surfeited with war talk. It is true that we may well seek to turn our thought sometimes from the tragedy of the world to the heroism of the war, as the man who stood on Calvary nineteen hundred years ago might later have tried to shut out from his thought the physical horrors of that hour and fix his mind upon the spiritual meaning of it. This, however, is not the position taken by a man who could say "Don't preach about the war." That man has not yet grasped the significance of the war. He has not yet realized that the tragedy is so fearful that we have no right to shut it out from our thoughts. We have no right to seek to forget it, no right to ask that it be not preached from the pulpit.

Today the pulpit should ring forth with God's call to the manhood and the self-sacrifice of the nation.

It is to the everlasting discredit of many pulpits in this land and many religious papers that for more than two years they absolutely refused to discuss the greatest question of morals which the world had ever faced. They would not see the meaning of the world war. They would not raise their voice in behalf of the people who were being ruthlessly murdered. They shut out the thought of the war, they shut out the awful tragedy and tried

to console themselves with the thought that it was not their duty to denounce even national murder and raping, but to be neutrals in thought, and that they must seek to encourage in this country neutrality of thought at a time when the most fearful moral tragedy which man has ever known was being enacted before their very eyes.

These people seem to have forgotten that story of Dante where, beneath all other hells, there was provided a still lower hell for the neutrals in the war of good and evil.

To the discredit of many ministers and many religious papers this was the position which they took for more than two years, but to their everlasting credit some religious papers and some ministers dared to speak the truth and dared to denounce the vilest crimes that ever cursed the earth, and to warn the people of this country against the dangers which threatened us. As a nation we shall have to pay in countless lives and billions of money a penalty for the failure of the leaders in America who should, from pulpit and platform and in the press, have stood for righteousness against unrighteousness. Because they did not do so our task is made the harder. For a long time the moral fiber of the nation was being weakened by the failure of many preachers and many religious papers to denounce sin in the concrete case of Germany in its ruthless war of murder and rapine. And now we must rebuild the moral fiber which they weakened almost unto death.

TYPICAL OF WHAT IS BEING DONE ALL OVER SOUTH.

MR. CARL HOLLIS, cashier of the Merchants and Planters' Trust and Savings Bank of Warren, Ark., sends the MANUFACTURERS RECORD a copy of a letter which he is sending to every farmer in the county. The suggestions made are appropriate to the farmers of every other county in the South. Therefore, from Mr. Hollis' letter we take the following interesting extracts:

From personal observation and reports from every section of our county I am convinced that we have the finest prospects for bumper crops—all kinds—this county ever had.

Our people are awake to the absolute necessity of growing food and feed. The seasons have been favorable and our farmers have outdone themselves in improved methods of cultivation, using the very best implements made, and now everybody sees and realizes what diversification really means.

Surely Bradley county will feed herself another year. The corn, peas, peanuts, velvet beans, potatoes and hay crops are assured, and the cotton in sight is the best in years.

With the high prices for cotton and cottonseed, as well as all other farm products, we shall see more ready money in this section than ever.

The Department of Agriculture makes the statement that the cotton crop of 1916 sold for more than one billion four hundred million dollars. This was greater than the 1915 crop by nearly one-half billion dollars.

The cotton crop this year is good, and the Government's estimate a little larger than it was last year at this time, and this means, under present conditions, that this crop will doubtless sell for as much as the crop of 1916.

Then certainly the opportunity of our lives is here—to pay what we owe and have a snug sum left to improve the farm and home and make farm life really worth the while.

But this is not all. We must continue to grow our living, and in this I am reminded that the Department of Agriculture makes the statement that the average wheat yield per acre in Arkansas is equal to that of North and South Dakota.

In view of the high prices now being paid for flour, won't you prepare now to sow at least five acres of your best land in wheat this fall? Flour is selling here now at \$14 per barrel, and you cannot afford to pay this price even with 25-cent cotton.

A great many of our farmers have their flour for next year; they had a good crop of wheat this year.

You can follow your wheat with late June corn or peas, or both, and thus make two crops instead of one.

We are most anxious to see every farmer in Bradley county plant some wheat this fall and thus guarantee our flour for another year.

I am now eating bread made from wheat grown in this county, and it's fine.

Mr. Hoover, the food expert, says: "Not the last 500,000 men, but the last 500,000 bushels of wheat will win the war."

So let's grow our own wheat and not depend upon Kansas to send us flour another year.

I shall be very glad to hear from you and to know if you will sow some wheat this fall.

A STRONG ANARCHISTIC AND SOCIALISTIC INFLUENCE DEVELOPING IN AMERICA BY RUSSIAN JEWS.

FROM a letter received from a thoughtful business man in New York in regard to the development of socialism in this country, and the dangers which we face by reason of that fact in connection especially with the pronounced socialistic tendencies of many of the Russian Jews who have crowded this land, we take the following extract as an interesting sidelight upon a vital situation:

Have you observed the great danger of socialism, or anarchism (which it really is), that is steadily growing in this country, due to the immigration of the Russian Jew. The Evening Telegram the other night, much to my surprise, was the first paper to treat this subject in an editorial way. It stated that Mr. Root discovered that his chief obstacle with the present Russian Government was due to the harm that these people had created in America by their pro-German sympathies. These people do not know how to treat liberty when they get it, nor can they, in my opinion, ever be made good American citizens. I am not writing this from a religious standpoint nor as a sociological one. They are secretly organizing, and when they are strong enough, unless something is done to put a stop to this immigration, will ultimately cause that most terrible of all wars or revolutions—a religious war. Here in New York city the Christians are simply being driven out of business by them, their homes, and even their churches. We are subject to constant annoyances, insults, etc. When I have been in uniform lately, especially when my wife and family was with me, I have been openly insulted more than once simply because I was a soldier. The Registration Board scandals here in the past few days have been caused by this detestable class of people. Of the registrations in this city, of which 75 per cent. in every district claimed exemption, almost 90 per cent. were Russian Jews who had become naturalized. Over 25,000 of them have appealed from the decision of the Exemption Boards. The notorious Levy law, which was passed by the New York State Legislature some years ago, and which discriminated against Christians, was passed by these people. You know how our treaty with the former Russian Government was abrogated by Sulzer, himself a Russian Jew and afterwards an impeached Governor. I personally believe, from all that I can discover, that the disgraceful actions of the so-called pacifists in Congress has been due to the fact not that these men were disloyal or cowardly, but because they wished to please their constituents at home, who in the majority are Russian Jews.

You know that Emma Goldman and Alexander Berkman are of the same class? These people have already attempted to create a revolution in favor of a Government for them and their class. They have thousands and thousands of followers in this city, and many more thousands who are in secret sympathy with them. A few years ago these people were subjects of curiosity and were segregated in the lower part of the city. They are no longer a curiosity, and when once despised it is now dangerous to despise them. I am afraid that we will soon have cause to fear them. Please do not consider me an alarmist or jingoist, but we all must see the handwriting on the wall, and some day in the not far distant future a Daniel will come to judgment. Russia will have need of her people when the war is over. The Jew is no longer persecuted there on account of his religion. Let us hope that when the war is over that one of the blessings that will come from it will be a change in our immigration laws, and that these people will be politely requested to remain at home before it is too late.

SUPPRESS GERMAN LANGUAGE PAPERS.

THE failure of the National Government to suppress the German-language papers in this country, most of which are guilty of treason and are doing all in their power to embarrass this nation and to uphold Germany, is one of the amazing shortcomings of the day.

It is hardly conceivable that political influence can be back of this, and yet when we note the number of traitors in Congress who are constantly seeking to work in the interest of Germany and for the destruction of the United States, and when we realize something of the many mistakes that are made by the failure of other branches of the Government service to fully appreciate pro-German activities, one is almost tempted to feel that there is some inscrutable political influence at work to keep Germans in power in this country and to permit the publication of German-American papers with all of their treasonable utterances.

The methods of these German-language papers and the freedom with which they denounce this country and uphold Germany is strikingly presented in an article in the New York Tribune of last Sunday, containing extracts from editorial statements of a number of German-language papers. Well may one ask how much longer will the nation endure such efforts to destroy its power.

Iron Ore Production of United States in 1916 and 1917

AN INCREASE OF NEARLY 20,000,000 TONS.

The total production of iron ore in the United States in 1916 was nearly 20,000,000 tons more than in 1915, and yet the demand exceeded the supply, bringing about a steadily rising price for ore. Of this production of 75,176,672 tons last year, the great bulk was, as heretofore, from the Lake Superior district, Michigan and Minnesota alone having produced 62,650,000 tons. To this Wisconsin added 1,300,000 tons, making a total for the Lake district of 63,969,000 tons, or nearly 85 per cent. of the entire output of the United States.

From the point of view of national safety and broad economic development, it is most unfortunate that so large a proportion of the iron and steel trade of the country is dependent upon one limited area bordering on the Lakes.

The importations of foreign ore have never been an important factor in the industry, and rarely ever reached as much as 2,000,000 tons a year, though it is possible that with the big developments projected by the Bethlehem Steel Co., almost entirely dependent on foreign ores, there will be within the next few years a considerable increase in importations.

In the report just issued by the United States Geological Survey, prepared by Dr. Burchard, the following interesting suggestions and facts in regard to the iron and steel outlook are presented:

Iron-Ore Reserves.

The following data on estimated tonnages of iron ore in the United States and in other countries bordering the Atlantic Ocean have for the most part been published by Eckel,* although arranged somewhat differently here:

Estimated Tonnages of Iron Ore.

United States.	Minimum.	Maximum.
Northeastern States.....	300,000,000	600,000,000
Southeastern States.....	2,000,000,000	2,750,000,000
Lake Superior States.....	2,000,000,000	2,500,000,000
Mississippi Valley States.....	600,000,000	1,000,000,000
Rocky Mountain States.....	300,000,000	700,000,000
Pacific States.....	5,200,000,000	7,550,000,000
Foreign Countries.		
Newfoundland, Canada, Mexico, and Cuba.....		7,000,000,000
South America.....		8,000,000,000
Europe.....		12,000,000,000
Total tonnage on three continents bordering Atlantic Ocean.....		34,550,000,000

These recent estimates credit to the United States between 5,000,000,000 and 7,500,000,000 tons of iron ore of present-day commercial grade, of which about one-third is in the Lake Superior district. It thus appears that the United States possesses more than one-fifth of the available supply on three continents bordering the Atlantic Ocean.

Immense as this quantity may seem at first glance, it is not sufficient to prolong production for many decades if the rate of increase in consumption of ore that has prevailed thus far is maintained. The draft on the ore reserves of the Lake Superior district is relatively much heavier than on those of the other districts, on account of the possibility of open-pit mining on the Mesabi and Cuyuna ranges and the low cost of transporting the ore to coal fields. The Lake district normally produces over four-fifths of the iron ore mined in the United States, and it has been estimated that if this proportion and present rate of increase are both maintained the known ore reserves of present commercial grade in the United States portion of the Lake Superior district cannot last much beyond the year 1930.† There are certain factors, however, that indicate the possibility of a considerable prolongation of the life of the Lake Superior iron-ore supplies, as well as of those of the whole United States. If ore consumption should continue at the present rate, with no further increase, the estimated reserves of present commercial grade in

the United States would probably be sufficient for 150 years.

Importance of Conserving Iron-Ore.

The conservation of the iron-ore supplies of the United States, the discovery of new supplies and the development of methods for rendering supplies of low-grade ore available are vital to the maintenance of the industrial independence and supremacy of this country, notwithstanding the apparent abundance of the supplies at present available, for, as has been pointed out, the reserves of high-grade iron ore now convenient of access are rapidly becoming depleted.

Certain important factors that will aid in prolonging the life of the iron-ore reserves of the United States may be summarized as follows:

1. The steady accretion to the permanent supply of metal and the consequent reduction in rate of increase of production (waste of war not taken into consideration).
2. The adoption of methods of conservation of ore and metal.
3. The increase in imports of ore from Cuba and South America, whose deposits must logically be regarded as a portion of the immediately available reserve, as such ores can be used most profitably and economically in the United States.
4. The further discovery of iron-ore deposits in the Western Hemisphere.
5. The possibility of metallurgic improvements that may enable pig-iron to be derived economically from low-grade ores, and the solution of metallurgic problems, including that involving the utilization of titaniferous iron ores, of which there are large deposits not now available.
6. The increase in the price of pig-iron, which will bring lower grades of iron ore into the market, thus vastly increasing the tonnage of reserves available.

Iron and Steel Manufacture.

Any discussion of the ability of the United States to continue to furnish iron and steel to her allies in Europe at the same or a greater rate than was maintained in 1916 and at the same time to meet the superimposed demands of war on the part of this nation itself must take into consideration many factors bearing on the iron and steel making capacity of the country. At the outbreak of the war the iron and steel industry was operating on a subnormal scale, and consequently the manufacturing capacity was in excess of requirements. Some of this excess capacity was, of course, represented by antiquated equipment that could not be put into shape for resumption of operations on short notice. The excess capacity at the opening of the war was greater in blast furnaces than in steel furnaces, so that one of the first effects of the war was to stimulate the building of new steel furnaces. According to the Iron Trade Review, the steel-making capacity at the beginning of 1915 was estimated at 37,500,000 tons, at the beginning of 1916 at 39,000,000 tons, and on January 1, 1917, at 43,000,000 tons, and it is expected that by January 1, 1918, it will amount to 48,000,000 tons. Thus there will have been an increase in three years of 10,500,000 tons, or 28 per cent., in steel-making capacity. The increase in capacity for basic-process steel is estimated to be about one-third greater than that for the acid process. The pig-iron capacity is estimated to have been more than 39,000,000 tons at the beginning of 1916 and to have been brought up to 40,000,000 tons at the beginning of 1917, but the prospective increase in blast-furnace capacity for 1917 is larger than for several years, and will tend to close the gap between steel-making and pig-iron producing capacity, which has been becoming too wide.

The iron and steel making capacity at the end of 1917 will be none too large, judged by present and prospective demands, and probably it will not be large enough to fill orders promptly. The present excessively high prices

are sufficient indication that the manufacturing capacity of the country is wholly absorbed. As to still further expansion there are, of course, limitations other than the demands for iron and steel. The capital involved in the iron and steel industry is so vast that ordinarily the future has to be taken seriously into consideration in planning new plants or additions to old plants. Wartime demands and prices, however, have upset many precedents and have encouraged many increases in plant capacity irrespective of the consideration whether or not they might prove excessive after the war. This has been particularly true of concerns whose profits have been great enough to pay off back indebtedness and pay for the additions to their plants within a year or two of their construction. In looking to the future the optimist has seen a demand heavier than normal after the war. Several factors in the domestic situation have appeared encouraging, such as the needs of the railways, of building construction, of the automobile industry, and of shipbuilding. Railway and general building and improvement work, except where urgently needed, is usually postponed in times of high prices and uncertain deliveries, but the longer these industries are deprived of supplies through such conditions the greater the flood of orders that will be released when conditions once more approach normal. Foreign trade with South America and the Orient is expected to grow, and European trade in the necessities of peace is expected to be augmented after the end of the war. The entry of the United States into the war and the demands of this Government for iron and steel, of course, once more raise the question whether further increases in capacity will be absolutely needed on that account. Certain large steelmakers have patriotically assured the United States Government that they would furnish the steel needed for the war at prices very much below those current in the spring of 1917. This fact in itself may deter further increase in capacity, inasmuch as profits from such work sufficient to pay for the increase within a few months will not be in sight. It is probable also that the Government orders will be placed slowly and will not exert a sudden strain on manufacturing capacity.

There are also certain factors which will affect the manufacturing capacity just as vitally as insufficient equipment. Among these are limitation of supplies of coke and other fuel and of ore, due to insufficiency of transportation facilities and of labor, as well as shortage of labor at the steel mills. Some observers of the situation feel that the capacity for making crude metals will probably prove sufficient, but that the real problem lies in the ability to fabricate the special articles used in warfare, as well as in the industries expanded by war demands.

Essential Geologic and Metallurgic Studies.

Interest in the question of the duration of iron-ore reserves has already been awakened. Estimates of such reserves based upon incomplete field work of the United States Geological Survey show that, though relatively great, the reserves are not unlimited, and statistical canvasses extending back for many decades show the immense increases in consumption of ore, so that data are available from which calculations may be made with reference to the probable life of the deposits. Much may yet be done to further the work of iron-ore conservation and efficient utilization. The United States Geological Survey should continue both reconnaissance and detailed geologic work on the deposits of iron ore and manganese iron ore within the country and also keep more closely in touch with commercial developments, both prospecting and mining, so that at any time up-to-date information may be readily available concerning the status of the iron-ore reserves. Statistical data should be gathered from year to year that will show accurately the variation in the metallic content of the ore as mined, the quantities of ore of different grades that are mined, and thus the general trend during a series of years. Technologic studies should be made, both under Government auspices and by mining companies, bearing upon the decrease of wastage in iron-ore mining, upon the possibility of increasing the percentage of extraction in mining, and upon the problems of beneficiating iron ore, through processes by which enormous supplies of ore of grades too low to be utilized under present conditions may be made available. Here also is an opportunity for the invention or improvement of metallurgic processes by which pig-iron may be made commercially from ores of lower grade than at present used and from titaniferous ores, and by which ores may be

*Eckel, E. C., Iron ores, pp. 381-397, McGraw-Hill Book Co., 1914.

†Idem, p. 355.

smelted electrically in regions where cheap water-power is available but good coal is scarce.

As already stated, the iron ore mined in the United States in 1916 reached a total of 75,167,672 gross tons, the greatest annual output ever made. The shipments from the mines in 1916 were 77,870,553 gross tons, valued at \$181,902,277, showing that shipments largely exceeded production. The quantity mined in 1916 was more than 19,600,000 tons greater than that mined in 1915. The increases in quantity and in value of iron ore shipped in 1916 amounted to 40 and 80 per cent., respectively. The average value per ton at the mines in 1916 was \$2.34, as against \$1.83 in 1915.

The production of pig-iron, including ferro-alloys, was 39,434,797 gross tons in 1916, compared with 29,916,213 gross tons in 1915, an increase of 32 per cent., according to figures published by the American Iron and Steel Institute February 24, 1917. The pig-iron, exclusive of ferro-alloys, sold or used in 1916, according to reports of producers to the United States Geological Survey, amounted to 39,126,324 gross tons, valued at \$663,478,118, compared with 30,384,486 gross tons, valued at \$401,409,604, in 1915, a gain of 29 per cent. in quantity and 65 per cent. in value.

Iron Ore Mined in the United States in 1915 and 1916, in Gross Tons.

State	1915.	1916.
Minnesota	33,464,660	44,585,422
Michigan	12,514,516	18,071,016
Alabama	5,309,354	6,747,901
New York	988,845	1,342,507
Wisconsin	1,095,388	1,304,518
Pennsylvania	363,339	559,431
Wyoming	434,513	545,774
New Jersey	415,234	453,034
Tennessee	284,185	455,834
Virginia	348,042	440,492
Georgia	115,701	256,949
New Mexico	34,806	157,779
North Carolina	66,453	64,306
Utah	•	45,514
Missouri	40,290	34,814
Iowa	•	11,351
Nevada	3,953	9,910
Massachusetts	3,950	4,455
Maryland	5,590	3,605
West Virginia	•	3,000
California	•	1,830
Ohio	3,455	1,830
Other States	23,650	28,190
	55,526,490	75,167,672

*Less than three producers in Massachusetts in 1916 and in Utah in 1915, and permission was not granted to publish State totals. Increase in 1916 therefore included in "Other States."

†1915: Colorado, Connecticut, Idaho, and Utah; 1916: Colorado, Connecticut, and Massachusetts.

The principal iron-mining districts in the United States, except the Adirondack districts, are interstate, and the different varieties of ore are to a large extent locally segregated, so that statistics of production by

Iron Ore Mined in the United States, by Mining Districts and Varieties, in 1915 and 1916, in Gross Tons.

District.	1915.				
	Hematite.	Brown ore.	Magnetite.	Carbonate.	Total.
Lake Superior*	46,944,254	•	•	•	46,944,254
Birmingham	4,213,597	535,332	•	•	4,748,929
Chattanooga	340,481	198,543	•	•	539,024
Adirondack	•	•	699,213	•	699,213
Northern New Jersey and southeastern New York	•	†	764,493	•	644,493
Other districts	728,992	754,000	464,130	3,455	1,950,577
	52,297,324	1,488,709	1,807,002	3,455	55,526,490
District.	1916.†				
	Hematite.	Brown ore.	Magnetite.	Carbonate.	Total.
Lake Superior*	63,735,088	•	•	•	63,735,088
Birmingham	5,461,444	514,574	•	•	5,976,018
Chattanooga	540,405	296,218	•	•	836,623
Adirondack	•	•	1,077,638	•	1,077,638
Northern New Jersey and southeastern New York	•	†	763,150	•	683,150
Other districts	991,087	1,093,346	772,922	1,800	2,859,155
	70,728,024	1,904,484	2,533,364	1,800	75,167,672
					Percentage of increase in 1916.
					26
					26
					55
					54
					6
					47
					35

*Includes only those mines in Wisconsin which are in the true Lake Superior district.

†Brown ore included in magnetite.

‡Exclusive of ore containing 5 per cent. or more manganese in 1916.

districts and varieties are also of interest and importance. The Lake Superior district mined nearly 85 per cent. of the total ore in 1916, and the Birmingham district about 8 per cent. No other district except the Adirondack mined as much as 1,000,000 tons. The increase in production in 1916 was especially marked in the Adirondack and Chattanooga districts, 54 and 55 per cent., respectively, but every district showed an increased output over that of 1915.

Pensacola Plant Capitalized at \$250,000.

Fertilizer and oil will be manufactured by the Pensacola Fertilizer & Oil Co. of Pensacola, Fla., which has been incorporated with a capitalization of \$250,000. M. McGrath, L. Kahlman and F. W. Miller, all of New York, are the incorporators.

Commandeering of Vessels Harmful Unless Expertly Handled

[Special Correspondence Manufacturers Record.]

Washington, D. C., August 20.

Two of the most important powers vested in the executive branch of the National Government by recent legislation are those of price fixing and commandeering.

Both are clearly recognized as carrying with them a degree of autocratic and dictatorial power not normally in keeping with the spirit or aims of democracy. Yet the voice of Congress, backed up by the approval of the patriotic sentiment of the citizenship of the nation, has been altogether in favor of the bestowal of these unusual and abnormal powers upon the President for the period of the war, in order to secure its successful prosecution. This is the aim and intention of the measures. Democracy is to fight autocracy for its destruction with the weapons which autocracy forges and uses for its perpetuation.

Yet, from the very inception of the adoption of these principles as a temporary means to a desired end their practical application brings to the front possible danger unless the powers are used with the utmost wisdom and with the clearest understanding of their bearing on the industries of the nation.

The Federal Trade Commission is endeavoring to proceed toward the solution of the problems involved in a practical and just manner, with the intention to adjust prices in such a way that costs to the United States Government and the allied governments, as well as to the private consumer in this country, will be acceptable to all concerned. This necessarily will mean a price over the cost of production that will permit a fair profit to the producer and manufacturer. Costs of production once approximately determined, the new War Industries Board becomes the governmental agency to pass upon the statistical material submitted by the Federal Trade Commission. While the War Industries Board does not possess actual price-fixing powers, it is generally believed that the figures which it will suggest will be those accepted by the purchasing agents of the various departments legally empowered to enter into contracts, subject to the approval of the President on the larger question of just what prices shall rule for war commodities.

That a step has been taken in the right direction is

in prices eventually allowed would be merely the outcome of an effort to permit a fair margin of profit in all. This, it is obvious, would not only be rendering justice to the producer as well as the consumer, but would tend to stimulate production. As the business of war is the greatest of all industries at the present time, it is apparent that the stimulation of production really becomes the factor of greater importance than all the rest. The position taken by all patriots is that we have got to win the war, and efforts to that end involve the acceptance of hardships. In their acceptance both the producer and the consumer must share. The great point is to see that neither is overburdened to the point of breaking down. The next is to see that the latent powers are developed to the highest point. And the next is that the latent powers shall not be misdirected.

In the latter field there has already come about a measure of confusion and cross-purposes, with the result that actual loss in the war-making potentialities of the nation has been experienced. This has taken place in the field of commandeering.

A striking instance is found in the act of the Quartermaster's Department in commandeering for transatlantic uses two vessels engaged in the sulphur-carrying trade from the sulphur mines at Freeport. In the most positive sense this act was directly detrimental to the efficient conduct of war measures. The two vessels were vitally needed where they were. They were not properly suited for transatlantic trade, and their withdrawal from the field in which they were engaged results in immediate and disastrous interference with a most important war service.

Similarly, there have been withdrawn for other purposes seven oil tankers. These, too, were of the utmost importance in the trade for which they were built, while of comparative inutility as transports of munitions.

The taking of these vessels to carry munitions and lumber to Europe illustrates the inevitable evils of a resort to commandeering powers apart from a thorough understanding and consideration of all the factors that go to the making of war.

If the situation is not to end in the utmost confusion there must be a unification of shipping control under a central agency. Any intelligent priority board could have seen that other ships could have better been used than these vessels engaged in the sulphur and oil trade, the former especially being essential in the transportation of cargoes directly concerned in the manufacture of munitions.

The true solution to the present haphazard system of commandeering would be to put the control of all ocean traffic into the hands of the Shipping Board. That is where it logically belongs. The very functions which that board was created to perform make it the proper repository of control. There is no reason why the War and Navy Departments should not see the situation in the same light.

It is understood that the Shipping Board is now considering the establishment of a traffic department, to be placed under the charge of an expert official acquainted with the water transportation needs of all the agencies connected with the prosecution of the war. This in itself, however, will not be sufficient unless the War and Navy Departments agree to abandon their desultory exercise of powers of commandeering and submit all questions of priority to the new branch of the Shipping Board.

A daily capacity of 500 tons of coal is planned by the Beaver Creek Coal Co. of Johnson City, Tenn., which will develop 1000 acres of land near Alphoretta, Ky. This company has organized with the following officers: S. R. Jennings, president; C. H. Anderson, secretary-treasurer; both of Johnson City; J. W. Alley of Prestonsburg, Ky., manager. Its equipment will include electric locomotives, electric cutting machines, mine cars, shaker screens, etc., for which bids are now being received.

Five Million Acres of Velvet Beans— What Shall Be Done With Them?

By CHARLES A. WHITTLE, Atlanta, Ga.

Five million acres of Southern land are growing velvet beans this year, producing nearly a ton of beans in the pod to the acre, besides an enormous amount of roughage.

Three years ago they were known only to scattered communities; now the corn fields of the lower South are covered with them. No decrease in corn yields are attributed to the beans. No cultivation other than that given to the corn is required.

Now that this great quantity of velvet beans has been grown, what is to be done with them?

A large number of oil mills and corn mills have been putting in necessary machinery to crush them—pod and bean—into a meal and sell upon the markets. Heretofore there has been no trouble to find a market, but now it is different. The quantity has suddenly become very large. Not enough cattle are on hand to eat them. This means that they must be shipped away. A market must be found, and feeders, who know little or nothing of the beans and their products, must be educated to use them. Else enough cattle and hogs should be brought into the South or brought up in the South to consume them in the field. The bean loses none of its feeding value by being left in the field. In fact, its hard pod softens in the weather and improves with time, so that cattle can actually graze on velvet beans the winter through.

Letting the cattle and hogs harvest the crop in the field is decidedly more economical than going to the expense of gathering, drying, grinding, shipping and then feeding to livestock.

Now that the South has its packing-houses, there is even no need of shipping the fattened beef or pork away to the slaughter pen. Nor is there need of shipping the packing-house products away. The South affords a market for these. Therefore, it is plainly economical to grow velvet beans in the corn field practically without cost, let hogs and cattle graze them off and fatten on the rich protein feed of the bean and succulent vines. In fact, can anyone conceive how beef, pork and dairy products can be produced more cheaply than on a crop that costs nothing to grow, costs nothing to harvest, and does not interfere with a full crop of corn being made on the same land at the same time?

But what is the feeding value of this wonderful side-partner of corn? Can good beef, good pork, good milk and butter be made from it?

According to Henry's "Feeds and Feeding," velvet bean and pod meal analyzes 17.1 per cent. protein, 62 per cent. carbohydrates and 4.6 per cent. fat. This is considered a concentrate in feeding, with protein especially valuable. Cottonseed meal made of the whole seed—kernel and hulls—runs about 25 per cent. protein, 54 per cent. carbohydrates and 7.7 per cent. fat. Choice cottonseed meal runs about 44 per cent. protein, 32 per cent. carbohydrates and 9.1 per cent. fat.

Compare velvet bean meal (pod and bean ground) with corn, the one crop more generally depended upon than any other to fatten animals for the slaughter pen. Corn has 10 per cent. protein, velvet bean 17 per cent.; corn 72 per cent. carbohydrates, velvet beans 62 per cent.; corn 5 per cent. fat, and velvet beans 4.6 per cent. Since protein is the most expensive element in feed, velvet beans are, therefore, more valuable than corn.

Velvet beans are usually rated as having about half the feeding value of cottonseed meal, and sell on the market at about that rate, and cottonseed meal is the cheapest source of protein feed on the market.

Taking cottonseed meal, together with velvet bean meal, peanut meal from 2,000,000 acres of peanuts, and soy bean meal, the South produces more protein feed than any other section of this country, and probably the greatest of all the world.

The very kind of food which is so scarce as to force the sending of breeding stock of the West to the slaughter pen is now grown in such great abundance in the South as to threaten to go to waste.

In recognition of the South as a source of inexpensive concentrates and forage, such as are afforded by cottonseed meal, velvet beans, corn, peanut and soy-

bean meal, coupled with the long grazing season and abundant roughage to be obtained from cowpeas, sorghums and other dependable hay crops, the United States Department of Agriculture, through its Bureau of Animal Industry, is making strenuous effort to get at least some of the females from the semi-range territory of the West into the South, so that it can save that which the West seems to be rapidly losing.

It is the custom of farmers in the South to turn hogs and cattle into the corn-bean field and fatten for the market, which, of course, they can do in a field so rich in fat-building material. There are the concentrates in the form of grains and a wealth of vines and fodder for roughage.

It is the custom to take the ears of corn off of the stalks and let cows and hogs have the remainder. Better results would be obtained if some of the corn, perhaps the nubbins, were left on the stalks.

Some of the Southern farmers get good results by planting an occasional row of peanuts in the corn to add variety to the feed of the hog, and, it is claimed, to improve the flavor of the meat.

The velvet bean literally obscures the corn when it has gained its full growth. Its vines run 20, 50, or even 100 feet over the rows. The pods hang in clusters, and are easily gathered by man or beast.

When hogs are turned in they are, of course, lost, and cattle are all but enveloped with the luxuriant growth with its clusters of rich morsels on every hand in the form of pods, while fairly wallowing in succulent vegetable matter.

The velvet bean is, in fact, a bonanza for the farmer of the South, providing there are enough animals on the farm to harvest the crop. As a commercial feed it may assume considerable proportions, but the South already has problems enough in hand to market vegetable meals that have to be produced in making vegetable oils, without undertaking to enlarge the difficulties, and all the economics of the matter certainly dictate that velvet beans should not be made into meals, but should be harvested by livestock in the field.

TEXAS SETS A GOOD EXAMPLE FOR OTHER STATES.

To Make Big Mineral Exhibit at New York Chemical Exposition.

Austin, Tex., August 21—[Special.]—Prospects are very favorable for a large Texas exhibit being made at the National Chemical Exposition to be held at the Grand Central Palace, New York, beginning September 24. There have been set aside five sections for the Texas exhibit.

The chemical industry of Texas has made great advancement during the last few years. This is particularly true as to the by-products of oil, sulphur, cotton and cottonseed, and a variety of wild plants. It is stated by Milton Everett, editor of Texas Mineral Resources, who took the initiative in arousing interest in Texas being represented at the National Chemical Exposition, that the proposition is receiving the earnest support of many of the leading industrial interests of the State. Mr. Everett, in discussing the matter, said:

"For the past six months various State officials, institutions and commercial bodies have been appealed to by the management without success. Finally a meeting was called at Houston on July 25, when an executive committee was formed to undertake the work of arousing our people to the great importance of this exposition to Texas, to collect money to defray the expense and an exhibit of our resources. A committee of 20 prominent men in various lines of mineral development and manufacture was appointed, of which F. E. Pye of Houston was selected as chairman. Mr. Pye went energetically to work directly appealing to commercial bodies, bankers and manufacturers to aid in this great movement. The response has not been as general as should be expected from a State having so many undeveloped resources, but at this time the indications are that a fine

exhibit of some sections of the State will be made. The Texas Company, West Texas Mica Co. and Freeport Sulphur Co. will each make a large and interesting exhibit. It is expected that several of the railroad companies, notably the Southern Pacific, which has great opportunities for development along its Texas lines, will aid in this movement and see that the territory along their lines is represented.

"The executive committee which has charge of all matters connected with the Texas exhibit is as follows:

"F. E. Pye, West Texas Mica Co., Houston, chairman; J. Wallace Bostick, assistant geologist, Southern Pacific Co., Houston; Alexander Deussen, geologist, Houston; F. B. Mitchell, general manager Gulf Coast Oil News, Houston; R. L. Young, general manager Huffstutler Oil Co., Houston; H. M. Mayor, manager industrial department Southern Pacific Company, Houston; Geo. S. Bruce, industrial agent I. & G. N. Railway Co., Houston; Milton Everett, editor Texas Mineral Resources, Austin; L. P. Featherstone, president Texas Steel Co., Beaumont; B. W. Carrington, B. W. Carrington & Co., Dallas; L. S. Franklin, Portland Cement Association, Dallas; S. H. Worrall, dean Texas School of Mines, El Paso; Paul Lessow, manager Freeport Chemical Co., Freeport; P. George Maerckey, assistant general manager Freeport Sulphur Co., Freeport; N. J. Badu, manager Downman interests, Llano; F. L. Denison, manager Bastrop Lignite Co., McDade; W. R. Cartledge, manager Chisos Mining Co., Terlingua; O. W. Steele, assistant manager Mineral Milling Co., Van Horn; P. B. Rogers, development agent Texas & Pacific Railway, Dallas, and W. McCarty Moore, president Dixie Graphite Co., Dallas.

"Some of the exhibits of minerals we expect to have, and they will be exceptional, both from the fact that people generally will not expect such from Texas, and because we will be able to convince people that the products are of commercial extent and importance, will be the following: Manganese, molybdenum, iron, nitrate of soda and mica. We will have an excellent quicksilver exhibit and the finest sulphur exhibit ever seen. Few people know that Texas is a leading producer of quicksilver, only one State, California, beating us, and we are rapidly forging ahead, and all within the past four years. We are one of the leading producers of sulphur in the whole world, and it has all been brought about within three years, and there is no reason to doubt with the capital behind the manganese and other minerals before mentioned, as has been put behind the quicksilver and sulphur industries, that we will in a few short years supply the United States in large part with their necessities in these respects.

"It is no dream of a booster to say that in less than five years the mineral production of Texas will exceed the boasted production of cotton, seed and oil. In 1920 cotton will be king no longer in Texas.

"The greatest drawback we find in Texas to the expansion of our mineral production is the skepticism of our own people, especially our financiers and bankers, who have been so long satisfied with loans on cotton and farm mortgages at high rates of interest that they have lost sight of the fact that more money can be made in development along other lines. The National Farm Loan Bank, with its 6 per cent. long-time money, will break up the monopoly of lending money on farms and lands, and then our local financiers will be compelled to exercise their brains and wits to make money, as people in other sections do, when they will make more money for themselves and help the State besides. In the meantime, foreign money will come in, and that is what we are after in making the exhibit at New York to stir our people up and aid in bringing them to a sense of the opportunities to help themselves and their fellow-men."

To Build \$500,000 Fertilizer Plant.

An investment of \$500,000 is planned by the Morris Fertilizer Co. of Atlanta, Ga. (a subsidiary of Morris & Co. of Chicago), for building a plant at Navassa, on the Cape Fear River, several miles below Wilmington, N. C. Sixty acres of land have been secured and eight acres will be occupied for the plant, the buildings to be of timber construction. The company will build a dock with facilities for loading fertilizers on steamships, and the Seaboard Air Line Railway will construct a spur track to the plant site. An annual capacity of 60,000 tons of fertilizer is proposed, and the plant details are now being determined by George C. Thompson of Atlanta, manager of manufacturing enterprises for the Morris interests.

The Japanese Imperial Commission's Visit to America

By COURTENAY DE KALB, San Francisco.

Viscount K. Ishii was honored here in San Francisco on the night of August 14 with a banquet at which was represented the thought and the wealth of the Pacific coast. The distinguished Japanese statesman gave the first hint of his mission in measured words that leave open the opportunity for interpretation according to one's knowledge of the situation in the Far East and of the temper of our own people. Said Viscount Ishii: "Our message is that in this day, through its hours of shadow or of sunshine, your purpose is our purpose, your road our road, and your goal our goal." He declared that in this struggle for our rights and liberties we are bound together, and that America and Japan "should so live that no word or deed of either can be looked upon with suspicion." He talked of America and Japan "marching together, working together, fighting together as comrades." It was a cordial message; it was friendly; it urged us to forget past differences, and it avowed, for himself and his colleagues on the commission, that "we know well that performance, not promises; deeds, not words; sacrifice, not selfishness, are the requisites of the hour." With tumultuous applause from the Americans present these cryptic utterances were received as the promise of a firm alliance, while all around, at the many tables, the Buddhist compatriots of the speaker remained as inscrutable as carved gods seated solemnly under a pagoda. I recalled how I had sought to look into the eyes of Viscount Ishii, of Vice-Admiral Takeshita, of Major-General Sugano and the others when presented to them at the reception, and had failed. Those brilliant little black eyes flashed evasively and refused to confirm the greeting of the extended hand. Yet there was a note of insincerity in the after-dinner address. Japan is ready to join us if we accept a broad view of our respective "rights and liberties," to which the speaker recurred with significant reiteration. It is a question of our readiness to concede the right of Japan to work out what she conceives to be her destiny.

The development of Japan has afforded an extraordinary spectacle of a nation lifting herself by sheer intelligence to a point where she appears formidable even to the country that forced open her ports to commerce 73 years ago. Speaking with brutal frankness, the mutual jealousies of the so-called Western nations served in the beginning to protect Japan from absorption for purposes of exploitation. That was her opportunity. Recognizing the whole world as her enemy, she did what any wise nation similarly situated should do: She industriously studied that enemy, went to school to him, learned his ways, his science, his strength and his weakness. That was admirable, and Japan has won almost universal approbation for it. The growth of her commerce has interested the American people; they have beheld with surprise the great copper plant of the Ashio mines, rivaling the best metallurgic establishments of this country; they have watched the growth of her fleets of mammoth steamers until it was plain that soon they would dominate the carrying trade of the Pacific. America has sent Japan steel shapes and plate and billets to build more ships, and has watched her develop an iron and steel industry of her own, based on the ores and fuels of China, which must soon make her industrially almost independent of the rest of the world if she can manage to maintain the over-lordship of the East.

What does the entry of Japan into the family of nations portend? That question has exercised the minds of all men who are delivered in their thinking from the influence of the shouting in the street and the polite platitudes of after-dinner speeches. Kaiser Wilhelm placed himself openly not merely on the side of Russia, but on the side of Christendom against the rising Buddhist civilization. It was not on ethical or moral grounds; it was at bottom commercial, but that is easily translatable by the altruistically inclined into cultural grounds. England saw the same peril, but dealt with it more astutely. The situation was summed up by Dafendio Hearn, the best equipped of all men of the Western nations, to report correctly regarding Japan, in these trenchant words: "All know that

Japan is in danger, between the terrible friendship of England and the terrible enmity of Russia."

In these strange circumstances we find Japan in technical alliance with those same powers, helping Russia with munitions and with facilities for transportation in the Orient, and at the same time adding to the debt that Russia some time and in some manner must pay. This represents a utilization of cash profits derived mainly from Chinese trade for carrying an open account with Russia, whereby the voice of Japan concerning Russia's Oriental frontiers will possess a more commanding tone. That will depend in part upon the degree of consolidation that Russia achieves before the war is ended. Keeping these delicate matters in mind, one may readily interpret the sudden and extreme anxiety of Mr. Elihu Root to have a large American army sent into Russia to stiffen the Muscovite forces, following the proposal of Japan to do the self-same thing.

Now we are celebrating the arrival of a Japanese Commission, and the public will be treated, of course, as public always have been treated, and popular enthusiasm will be expected to soften the asperities of the sober things that will be expressed by indirection in the diplomatic phrases served like fragrant ices at the councils of state. It is well to preserve the peace with a soft answer while we may, yet we must also understand clearly what the subject of international conversation really is, else we may commit some indiscretion. It should be remembered, then, that this commission, headed by the Viscount Ishii, does not represent the Japanese parliamentary government. This is a matter of deep import when it is considered that China is nominally assuming the responsibilities of a democratic representative commonwealth, in which she may expect sympathy and support from America, England and France. The commission comes with a purpose that sounds out of place in a discussion of democratic ideals. The enforced dominance of Japan over the weakly centralized Chinese republic would not be in harmony with the functions of special envoys representing parliamentarianism. Accordingly, these gentlemen are accredited to us by the recently-created Advisory Board, which is an extra-parliamentary and extra-ministerial body in association with the Emperor to direct all international affairs for the time being. Thus, with deep significance are the envoys called an Imperial Commission. It is openly and generally asserted in Tokio that the commission will ask our Government to give formal recognition to the prestige of Japan in China, and that the object of Viscount Ishii and his colleagues is less for arranging co-operation in the war than co-operation on the Pacific and abandonment of the claims of the Western nations to interfere in China on the ground of an open-door policy that, in effect, would mean the throttling of Japanese expansion. Mr. Kazan Kayahara, as appeared in the interview published in the MANUFACTURERS RECORD of July 26, has played the part of the Japanese *enfant terrible*; his astonishing revelations of the insistent purpose of his country explain the deeper object of this Imperial Commission. The Japanese crisis confronts the diplomats in Washington. That we may better adjust our minds to the problem before us it is pertinent to consider a remark by Mr. Thorstein Veblen in his volume on "The Nature of Peace," where he concludes an illuminating discussion of the political and social resemblances of Germany and Japan by saying that the procedure of the Japanese in Korea, Manchuria and China, although covered by a "decent screen of diplomatic parables," is an example of the type of administration that experience has shown may be expected if Germany were to hold the nations of the world under her tutelage, and that a Japanese tutelage, wherever it might become established, would run on even less humane and complaisant lines.

The situation is full of enigmas and dangers. We must remember that Adachi Kinosuke, Chugo Ohira, Dr. Jokichi Takamine and Dr. Iyenaga have been saying, with more tactfulness perhaps but with equal clearness, the same things that Kazan Kayahara said in the interview which you printed. These are the represent-

ative publicists of Japan, and they have all been insisting of late that Japan will be content with nothing short of absolute "paramountcy" in China. Following this careful preparation of the American mind comes the Imperial Commission offering peace and good-will based on mutual recognition of the "rights and liberties" of each. Hidden in that and in other polite phrases lies the hint of an Oriental policy to match the Monroe Doctrine. It is curious that this comes forward at a time when we are in danger of sacrificing our doctrine of continental influence through the circumstances that have dragged us into the maelstrom of European affairs. We are embarrassed also in this case by our declared purpose of making the world safe for democracy. We had not thought of the difficulties of confirming a friendship with a nation so singularly like Germany in its spirit and political system. We behold China, ostensibly bent upon a republican form of government, waiting to learn her fate, while the personal representatives of the Japanese Emperor ask us to acknowledge his right and liberty as suzerain over the East, just as the United States demands the right to uphold her own cherished principles in the Americas. Are we to inquire regarding the policies that a dominant Japan will perpetuate in Korea, Manchuria and China? Are we to risk an answer less conciliatory than the words of Viscount Ishii in the banquet hall, while we have to maintain our line of communications unmenaced from Chile to Panama so as to obtain the nitrates that we omitted to produce in time within our own country? To sustain our ideals we must, whatever the cost.

It is not to be overlooked that Viscount Ishii is not a mere envoy to arrange details of co-operation; he comes with the peculiar status of an ambassador extraordinary and plenipotentiary. He has power to contract for his sovereign, and he has come to settle something. His country has taken advantage of the war to prepare a merchant marine of such enormous proportions as to indicate that she aspires to dominate the carrying trade of the world. With China submissive to her authority she would control the necessary resources and labor to give her, if untrammelled in carrying out her plans, that supremacy in commerce which was the dream of Germany. It is interesting, even without expressing opinions upon so momentous a subject, to drop the scales from our eyes and look the problem squarely in the face. Our insistence upon the open-door policy in China was the outcome of the trade that had developed between our Pacific coast and the Orient. If one may judge by the expressions of many prominent men who met the Imperial Commission in San Francisco, there is a growing change of heart in the presence of a demand for Japanese ascendancy as the price of cordial alliance. We can count on the friendship of Japan, but we must close our eyes to the problems of democracy in China in accepting this proffered hand of fellowship.

Louisiana Canning Industry Shows Large Increase.

New Orleans, La., August 18.—[Special.]—The canning industry of Louisiana is going ahead full blast, and there are reports that a large plant at Morgan City, La., which has been closed down for about three years, will soon resume operations. There is an especially large increase noted in the canning of vegetables all over this State, and the product is being shipped to every point in America and some of it is going beyond the seas to our Allies for their armies. The British Government recently placed a large order for canned prawns, or big shrimps, as they are known locally, for their soldiers in France. Prawns have always enjoyed a large sale throughout the British Isles. The shipments on the big British order are to be made soon. It is said that large shipments are also being sent to France.

To Manufacture Motor Headlights.

Motor headlights will be manufactured by the "Turn Right" Headlight Co. of Harrison, Ark., which has been incorporated with a capitalization of \$100,000. Organization has been effected with the following officers: George Henkle, president; A. R. Baker, vice-president; Oscar W. Hudgins, secretary; J. C. Medley, treasurer and general manager.

A Billion More for Ships of Steel and Wood

[Special Correspondence Manufacturers Record.]

Washington, D. C., August 21.

While members of the United States Shipping Board refuse to be quoted, it was ascertained from authoritative sources today that the Shipping Board will ask Congress for an additional \$500,000,000 for the prosecution of its work, with a further request for \$500,000,000 more in prospect. It is possible that authorization for the expenditure of the entire \$1,000,000,000 may be asked at once.

This additional money is already practically committed by the Shipping Board to the construction of additional wooden ships and the plan for the construction of two Government plants for the fabrication of steel vessels.

The plans for the two yards for the fabrication of steel ships call for approximately \$500,000,000, which will come out of the additional appropriations to be requested. There is a possibility that the shipping situation as presented to Congress by the Shipping Board will be such as to render it advisable to request that the total appropriation desired be allotted in a single sum. But whether this is done, or the amounts required are obtained in two appropriations of half a billion each, the plans already determined upon will call for the absorption of the entire amount of \$1,000,000,000. The remainder of the entire amount will be expended largely in the construction of wooden ships and steel ships beyond the numbers for which contracts have already been made or are under consideration.

Requisition for the additional sum needed will go to Congress immediately. Meanwhile, related activities of the Shipping Board are in progress, including arrangements under way for the appointment of a traffic manager and the putting into effect by the board of its commandeering plans.

Under the traffic expert to be appointed, it is understood there will be three shipping directors, one to handle traffic on the Atlantic, another on the Pacific, and the third to have charge of the vessels in the Central and South American trade. Through their knowledge of the trade and other requirements of their respective areas, it is expected to arrange amply for all needs without conflict or confusion.

In connection with the ship commandeering plans Admiral Capps has sent a request to all companies now having ships under construction to prepare and submit a statement of moneys already expended in that direction. The plan is to reimburse the companies for such expenditures and to continue the construction of the unfinished vessels on a payment basis of actual cost plus a fair profit. Incidentally, it may be stated that this plan of payment for actual expenses already contracted by the several companies takes no account of the change in prices that has transpired since they began their shipbuilding. No consideration being given to the fact that some of the companies which began operations a year ago made contracts that could not be duplicated today for twice the figures then granted, it will be seen that their foresightedness, which by the progress made in building will serve the Government well, will result in no material benefit to them.

With the merchant shipbuilding program of the Shipping Board assuming such notable expansion, interest naturally attaches to the related policies of the Navy Department in its activities as connected with the efforts being put forth to minimize the submarine depredations.

This was disclosed in a statement yesterday from Secretary of the Navy Daniels that the further construction of submarine chasers would be abandoned for the present, but that every effort would be devoted to the construction of destroyers, with the expectation that the output would be doubled, and possibly trebled, within the ensuing eighteen months.

According to the plans of the Navy Department this increased production in the number of destroyers will be brought about through the expansion of existing plants, rather than by constructing new plants.

"If we get what we want," said Secretary Daniels, speaking of the latest plans, "the United States will

have more destroyers than any other power. They are the one thing a submarine fears."

This pronouncement is in agreement with the reports of the naval experts of the allied navies, as well as the reports received from Vice-Admiral Sims, who is in control of the American fleet in European waters. These show that the American destroyers have already given a good account of themselves in harassing the enemy's undersea craft.

An additional reason for wanting more destroyers is their proved utility in serving as convoys. With their use in this manner expert opinion agrees that the likelihood of disaster to American troops in course of transport to France is reduced to the lowest point. The submarine chasers under the changed policy will still be capable of rendering good service in in-shore patrol and harbor work, where they will be largely employed in future.

Plans for Further Terminal Developments at Mobile.

[Special Dispatch to Manufacturers Record.]

Mobile, Ala., August 21.

Although denied by Horace Turner, president, there is a report in financial circles here that the International Harvester Co. has purchased the Turner terminals at Mobile. The Harvester company, it is also stated, has purchased a considerable tract of land from the General Electric Co., just north of the Turner terminals. The consideration reported was \$1,250,000. It is understood the plan of the Harvester company is to manufacture twine cordage and rope from sisal imported here, which would save enormously in freight cost for shipping sisal North and East.

The City Commission today adopted a resolution asking for bids amounting to \$600,000 on the Arlington City dock and terminal project. The bids will be opened September 25. Bonds will be sold in denominations of \$1000. The Alabama Harbor Commission, upon receipt of blueprints from the Gulf, Mobile & Northern, gave permission for million-dollar terminal improvements at Chocotaw Points.

The Alabama Drydock & Shipbuilding Co. was given permission by the Harbor Board to drive pilings for new marine ways at Pinto, on eastern bank of river.

Magnitude of the Turner Terminal Facilities.

Mobile, Ala., August 21 — [Special.] — The Turner Terminals were the first important private dock development in Mobile. Until recent months some authorities claimed that they were the finest docks in the South and have the facilities, including the longest dock on the Gulf and second longest slip in existence.

The Turner Terminals are complete in every detail. There are storage tracks to accommodate between 400 and 500 cars. The slip is 205 feet wide, 1700 feet long on one side, 1600 feet long on the other. The water depth of the slips is over 24 feet. Berths for fifteen to twenty vessels are provided.

The docks have fireproof sheds built of steel on concrete foundations; vitrified brick floors covering 138,000 square feet of space, all protected by other concrete foundations provided for erection of additional steel sheds, with plans of permitting the extension of the storage sheds indefinitely by two-story warehouses extending over "car storage yards."

The warehouses are served by double tracks, with cross-overs, on the north side, giving each warehouse the fastest loading and discharging sheds to be found in the South, excepting terminals built within the last year or so. The facilities enable steamers to load in five days instead of fifteen under old methods.

On the south side, built expressly for staves and crossties, there are double tracks with cross-overs, making the loading of vessels from cars fast; and in addition, storage space has been provided behind the tracks

for the accommodation of cargo. On the west side of the slip is a large yard suitable for storage of naval stores, or staves, thus making the most complete terminal for handling and storage of all kinds of import and export stuff.

SHIPBUILDING ACTIVITIES AT MOBILE.

Many Important Projects Under Way.

Mobile, Ala., August 20 — [Special.] — Last week was the greatest in point of industrial activity of any week in Mobile's history. Approximately \$3,000,000 changed hands in preparation for industrial development at this port or was authorized expended. Despite this development, all interest centers in the expected announcement concerning the shipyard site recently purchased by the Tennessee Land Co., a subsidiary of the Tennessee Coal, Iron & Railroad Co., and itself a subsidiary of the United States Steel Corporation, which, it is believed, will in the course of the next eighteen months be built here.

An interesting comparison may be drawn to show the magnitude of the site purchased by the Tennessee Land Co. Mobile's population, including suburbs, is about 70,000. The 11,500 acres now owned by the Tennessee Land Co. is an area of approximately eighteen square miles—an area much larger than the area of the city of Mobile. This merely shows that it is not the intention of the Steel Corporation to be cramped for space when it establishes its shipyards here.

Here is what happened in Mobile last week:

Recording of deeds for Chickasabogue property purchased by the Tennessee Land Co., showing \$644,649.92 paid for land. Approximately 1000 acres out of the 11,500 acres remain to be recorded. The other deeds, it was stated by one with authority to speak, will be recorded in probate here as soon as the abstracts are carefully gone over and approved.

Official announcement by W. F. Owen, president of the Gulf, Mobile & Northern Railroad, that terminals to cost \$1,000,000 would be built in the near future.

Endorsement by the voters, with 31 dissenting votes, of the Arlington dock project to cost \$600,000.

Alabama Drydocks & Shipbuilding Co. announced its enlarged facilities will cost \$150,000.

Henderson Shipbuilding Co. confirmed report that improvements to its plant are to cost \$75,000.

Kelly-Atkinson Construction Co. to spend \$50,000 for its shipyard, where 18 composite vessels are to be built for the Federal Shipping Board.

President D. G. Hodges, Hodges Boiler Works, announced that company will spend \$50,000 to enlarge its plant here.

Louisville & Nashville Railroad Co.'s coal dock to cost \$100,000. This work is under way, but was delayed because of scarcity of creosote oil for treating piling used in the docks. Assistant Superintendent T. B. Turner said the work will be hastened to a finish.

Millions of dollars will soon be spent by the Federal Government, corporations and individuals in dredging in Mobile Bay and Mobile River for deepening water of various terminals, such as the Arlington & Gulf, Mobile & Northern properties. But, in addition to dredging contracted for by the city of Mobile to re-establish depths at its municipal wharves, other minor contracts of this nature now being carried out amount to \$30,000.

The Board of School Commissioners let contracts for building six schools in suburban and rural districts adjacent to Mobile. The total contracts amount to \$129,178.80.

September 10 voters will vote on a bond issue of \$400,000 for building and completing trunk lines throughout Mobile county. On September 5 there will be another election. The latter is for the purpose of deciding on a levy of two mills additional for public school purposes.

A plant for the manufacture of treenails, known in shipbuilding circles as "trunnels," is to be operated as a new local industry by the Southern Treenail Manufacturing Co., according to Edward Gorman, manager. Treenails are used for fastening purposes in construction of wooden ships. Mulberry and locust wood are used in making the trunnels. Manager Gorman said the local plant, St. Anthony near Royal street, will begin operating this week. The first shipment of tree-

nails, he added, will go to a Florida shipbuilding concern.

It is reported here that the Camden Boiler Works, Camden, N. J., is responsible for the announcement that James Carson, shipbuilding contractor, will build eight composite ships either at Mobile or Pascagoula, Miss. Carson recently took an option on land on Chickasabogue, owned by Augustine Meaher, Mobile.

Mr. Carson is said to have a contract to build the vessels for the La Parmentier Company of Havre, France.

Announcement is made that the Henderson Shipbuilding Co. will soon launch four submarine chasers. The chasers are being constructed for the Barret Shipbuilding Co. of Mobile.

Officials of the Henderson Company report they have four more contracts of the same class of vessels.

Permanent Shipbuilding Industry Proposed for Houston Channel.

Houston, Tex., August 18.—[Special.]—It is expected that the awarding of contracts by the United States Government for the construction of 30 oceangoing ship hulls and the establishment of these shipyards upon the Houston ship channel for the purpose of carrying out these contracts will lead to the establishment of a permanent shipbuilding industry here. Upon these 30 hulls there will be employed about 6000 men, who will be trained in shipcarpentry by 50 experts in that trade who have been brought here from New York. By the time these contracts are filled it is expected that the men who have been trained in shipcarpentry will have become expert workmen, and that they will form a nucleus for a still greater shipbuilding industry here, so far as the matter of labor is concerned.

In the construction of these 30 ship hulls there will be required 42,000,000 feet of yellow pine lumber. Approximately \$750,000 will be spent in the purchase of iron and steel to be used in the hulls. This is exclusive of the cost of machinery equipment, which will be approximately \$200,000 for each vessel, or a total of \$6,000,000.

It is stated that the hulls when finished will probably be towed to Galveston and there outfitted with the necessary machinery and finished ready for oceangoing service.

Besides the 30 hulls that are already under contract, negotiations are pending for obtaining the contracts for 12 additional hulls, each to cost about \$300,000, exclusive of machinery equipment.

Shipbuilding Developments at Brunswick.

Brunswick, Ga., August 18.—[Special.]—The American Shipbuilding Co. has purchased from the Southern Pine Co. of Georgia 450 feet of water frontage on East River, adjoining its present frontage, giving it a total of 1035 feet of deep-water frontage.

Vice-President J. E. Lambright authorizes the statement that this company will erect four shipways on the Southern Pine property, in addition to the four ways and rigging dock that are being completed on the property previously acquired, and that the company will erect a large plant for fabricating steel for shipbuilding, probably with a marine railway of large capacity for repair work on vessels, and will engage in steel shipbuilding permanently and on a large scale.

The original intention of the company was to build a plant to construct four vessels for the Emergency Fleet Corporation, with which contracts have been made, and to build an additional plant in Savannah to build the other four vessels of eight covered by their contract, but the company later decided to buy the Southern Pine Co. property and consolidate its plant at Brunswick.

The building of the shipyard of the United States Maritime Corporation, which is well under way, marked the beginning of development on Back River, which before many years should be lined with docks and manufacturing plants. In spite of the difficulty of securing dredges and pile-drivers, the United States Maritime Corporation now has one large suction dredge at work filling in its 2000 feet of frontage, and three pile-drivers at work on shipways. Work of building ships will be far advanced on the waterfront before the entire site of 100 acres of high marsh is completely filled by dredging.

The officers of the American Shipbuilding Co. are: S. H. Brown, 11 Broadway, New York, president; S.

K. Brown, Mike Brown and J. E. Lambright of Brunswick, vice-presidents; Paul Morton of Brunswick, secretary and treasurer. With them are associated E. M. Dormand, consulting marine engineer, formerly with the New York Shipbuilding Co., the Newport News Shipbuilding & Drydock Co., Sir James Lang & Sons, Ltd., and Furness, Withy & Co., West Hartlepool, England, and Roy H. Barto and H. A. C. Small, formerly connected with the New York Shipbuilding Co., and H. S. McCrary, Jr., a native of Brunswick, but recently with F. W. Woolworth & Co., New York, as architect.

The superintendent in charge of the shipbuilding plant is Capt. John H. Leo, who led the way in which others have followed so fast, by building the schooner Glynn in the first plant established at Brunswick and south of Hampton Roads, a vessel that has made history by being the first Southern-built vessel to take a Southern cargo to the war zone, a cargo of 5000 barrels of rosin manufactured in Brunswick in the largest plant in the world making rosin, turpentine and pine oil from pine stumps and roots cleared from land now devoted to agriculture.

Power Scows for Interior Waterway Transportation.

For the purpose of stimulating a greater use of interior waterways, M. L. Whitfield of Jacksonville, Fla., sends to the MANUFACTURERS RECORD some details describing a power scow which he advises can be readily and cheaply constructed and economically operated. His plan consists of utilizing any available decked flat boat or scow, or if the occasion requires, even a raft. In places where these are not available such bottoms can be quickly made, decked and caulked by any carpenter or river man.

These scows are to be equipped with a heavy oil stationary engine and an electric generator which will operate a paddle wheel to supply the motive power.

Many advantages are claimed by Mr. Whitfield for his idea, among them being that the power scow embodies all the functions of the tug, is capable of towing barges and navigating waters so shallow that other boats could not float upon them; the power plants embody the most efficient and economical form known for the transmission of power, and large numbers of these boats can be assembled without delay because the materials and equipment used do not come into competition with those used for other types of vessels.

The use of power scows on the navigable interior waterways of the country would, it is claimed, greatly relieve the transportation situation in the country, because it would enable the movement of a large volume of freight by water which is now compelled to be hauled in freight cars.

Shipbuilding Activities at Pascagoula.

Pascagoula, Miss., August 21.—[Special.]—The Dierks-Blodgett Company has begun laying its first keel for the six Government ships it is to build, and it has been just six weeks since the contract was signed. During this period the plant site has been cleared and graded and the following have been completed: Big machine shop; ways for three vessels; big drafting-room; woodworking plant; power-house; big traveling crane of immense lifting capacity, etc. The ways will be arranged in pairs and a traveling crane will serve two sets of ways and a second traveling crane will be installed next week.

The Dierks-Blodgett Company has 200 men employed, and when ship construction is under way will need 300 shipcarpenters, 100 shipjoiners, 150 caulkers, 100 miscellaneous skilled laborers and machinists and 200 common laborers. This demand for labor must be supplied from abroad, as it is not to be had in this vicinity. The company has acquired an additional five acres of land which will be used for storage ground.

The Henry Piaggio Shipbuilding Co. has changed its title to the International Shipbuilding Co., and yesterday it began laying the keel for the City of Pascagoula. Its shipyard work is progressing rapidly, and there will be 12 sets of ways.

Shipbuilding News of the Week.

A site including 120 feet of waterfront has been leased at Beaumont, Tex., by J. N. McCammon of Pine Bluff, Ark. It will be utilized for building a plant to construct

wooden ships, Mr. McCammon having secured a Government contract for 3500-ton Government vessels costing \$300,000 each. Ways, buildings, etc., will be constructed, and the necessary machinery will be installed in the near future, in accordance with Mr. McCammon's previously noted plan to establish shipyards.

Shipyards will be located at Morehead City, N. C., by the North Carolina Ship Building Co., which has organized and purchased a plant site. Contracts have been secured to build Government hulls 281 feet long with 45-foot beam, 3500-ton ships, which will be provided for by the initial yard facilities. These will be wooden hulls, of pine, with exception of 10,000 feet of oak. It is proposed that the plant be arranged for equipment in future for the construction of various classes of vessels meeting the demand which will doubtless exist for years after the great war ends. Boston capital is interested in this Morehead City enterprise, and the officers elected are: G. D. Canfield, president; J. C. Taylor, secretary; both of Morehead City; David Stoneman, treasurer, Boston, Mass.

The Valk & Murdoch Company, Charleston, S. C., plans to build a drydock of 440-foot interior length and 100 feet wide, for vessels up to 8000 tons burden. This company was recently mentioned to provide facilities for building large steel vessels at its plant on Cooper River.

Morrow Bros. of Baltimore have received the general contract to erect the shipyard buildings of the Maryland Shipbuilding Co., Baltimore, whose organization and plans were recently announced. Sawmills, mold loft, shipways, storehouses, etc., will be included in the plant structures. This new company has a capitalization of \$1,000,000, and Thos. Benson is its general manager.

Shipyards will be built at Jacksonville, Fla., by Morey & Thomas, Richard Morey, president. It is planned to begin with wooden vessels (3000-ton), which the firm has contract to build for the Government, and later to build steel ships.

Shipyards will be established at Beaufort, S. C., by the Beaufort Shipbuilding Co., which has been organized with W. B. Blades of Newbern, N. C., as manager.

For Mississippi River Transportation.

Plans are being considered for Mississippi River transportation and terminals in connection with the movement to have the Nonconah River declared navigable. They are proposed by the Liberty Transportation Co. of Memphis, Tenn., which has been incorporated with a capitalization of \$1,000,000 by W. H. Russe, R. L. Jordan, R. E. Dickinson, R. H. Darnell, J. E. Maury and associates. It is contemplated to have the Nonconah River improved for a distance of 3400 feet where it empties into the Mississippi, with a view to building extensive terminal facilities there. Barges, steamboats and other vessels are to be operated by the company, especially for carrying cotton, lumber, phosphate and other exports, including a fleet of barges to connect at New Orleans for overseas shipments. The company's charter privileges include the construction of vessels, which it may construct for its own use.

New Colfax Lumber Development.

Having exhausted its timber supply, the Colfax Hardwood Lumber Co. of Colfax, La., has purchased and will cut timber amounting to 250,000,000 feet in the Sabine River Valley of Texas. About half of this timber is white and red oak, the other half being mixed hardwoods. The company will build a double-band mill with a daily capacity of 75,000 feet of lumber, locating this plant near Beaumont, Orange, Port Arthur and Galveston, Tex. One side of the mill will be equipped for the production of boat timbers used in the construction of ships.

It is estimated that it will require 15 years for the company to cut its Texas timber, and accordingly there will be provided complete facilities for the hundreds of men who will be employed. The town improvements will include electric lighting, water supply, hotel, cottages, churches, schools, etc. Details of the mill construction and other accompanying betterments are being planned by the architectural department of the Sherrill-Russell Lumber Co. of Paducah, Ky., in which are interested A. S. Sherrill, president, and the other officers of the Colfax Lumber Co.

The Pope's Peace Message and Kindred Questions as Viewed in Washington

[Special Correspondence Manufacturers Record.]

Washington, D. C., August 21.

While the peace proposals of Pope Benedict have run a considerable of the distance in time allotted to the customary nine days' wonder, there has not, up to the present moment of writing, been disclosed a single indication of the workings of the Presidential mind on the subject.

This fact has not prevented the proposals from being examined from every possible angle in Washington official circles, no less than has been the case by the public at large.

In so far as the United States Government alone is concerned, there is scarcely a division in the opinion that the proposals, as a whole, are such as are not to be considered acceptable. Early in the informal discussions the statement was attributed to Secretary of State Lansing to that effect, although this was subsequently denied by Mr. Lansing, who at the time mentioned the impropriety of any official utterance from him on the subject.

Nevertheless, although the State Department and the White House still maintain formal silence, opinion in official circles is not without a fair basis of judgment. This, in anticipation of the formal reply of President Wilson, is less connected with the question as to whether the proposals will be accepted or rejected as with the form the answer will take with respect to the several terms of the Pope's message.

It is pointed out in this connection that with some of the terms there need be no expectation of any other attitude than that of hearty agreement.

This applies without qualification to the suggestions for general disarmament to the point where the armed forces of any character will only be those necessary for the police regulating of the nations. It also applies to the specific and general line running through the note that looks for the establishment of peace on conditions that will contain a guarantee of its permanency.

But these are merely a reiteration of the principles definitely voiced by President Wilson in his addresses in which he set forth the series of events that led this nation into the war, and the complete setting aside of which would be a necessary preliminary to any discussion of peace.

Official opinion here as thus far expressed is inclined to minimize the suspicions voiced to some extent in America and to a greater degree in Europe, that the Pope's peace proposals were consciously framed along pro-German lines. Yet, in rejecting the idea that, in its high source, there was any intent to present one-sided terms, sight is not lost of the fact that every previous overture, whether specious or sincere, has emanated from the Central Powers, and for that reason, if for no other, any impetus to the movement which Pope Benedict may have had in mind could have been received from no other quarters, with the natural result, should such impetus have been given, that the terms would have their present tinge.

In considering the question of territorial readjustments, it is held obvious in Washington that this Government has no interest other than that inhering in the principles of justice. Under no circumstances will the United States be the gainer or the loser in any parceling out of land areas that may be decided upon in arriving at the terms of peace. For this reason, it has been assumed that President Wilson will sound the allied governments on this phase of the proposals before giving it any answer. This view is held, apart from the most recent statement that there will be no joint reply to the proposals, but rather an expression given individually by the nations concerned.

However this may work out with the full scope of territorial readjustments or restitutions, attention has been drawn to the general principles laid down by President Wilson in his war addresses. In these he set forth the incentives to fresh wars arising out of past wars of conquest, as a result of which whole bodies of people have been placed under hated and alien rule. The intimation then was that, when peace at last emerged from the present war welter, the rights of peoples to choose their own forms of government should be one of the issues on which the terms of peace were to be reached.

It was, in itself, an essential part of the great end in view of making the world safe for democracy.

That this inevitably calls for the complete abandonment of the occupied regions of France and Belgium is clearly recognized in the peace suggestions of Pope Benedict. It is highly probable that the President of the United States would go much further than that, and that without accepting the thought that the whole matter should be submitted to any court of arbitration. But how far, is the question. Hints were given in his earlier addresses that readjustments would include the restoration of Poland's autonomy, the recognition of ethnic considerations in the Balkans and probably the restitution of Alsace-Lorraine to France and of Trieste and the Trentino to Italy.

There are also the questions of the disposition of the German colonies in Africa and the seized German territory in the Far East by Japan. Connected with these, it is suggested, there is brought into the situation the principle of "no conquests" in a way that complicates matters. Germany, naturally, is anxious to get back her African colonies. It has not yet been declared that Great Britain will insist on their retention, either for herself or for equitable distribution among the European allies. As regards the eastern holdings of Germany now in the hands of Japan, it is probable that Germany is not particularly concerned over their recovery. But the United States is vitally concerned in the situation in the Far East, especially in so far as regards Japan's hopes of exploiting China.

The latter feature obtains additional interest because of the Japanese Mission now on its way to Washington. Unquestionably, this approaching visit is of the highest importance at the present stage in affairs, whether considered in connection with war preparations or the possibilities of peace. While Japan is on the side of the Allies, her ambitions in the Orient are of a character quite similar to those of Germany in regard to the rest of world. In their dreams of domination and far-reaching influence, at least among the yellow race, the Japanese have well earned the title of being the "Germans of the Orient." Suspicious prevail that the present mission is with a view to coming to an understanding that will give Japan a free hand in China in return for her more vigorous participation in the war. It is held that the breakdown in Russia has given her an opportunity not possessed before.

But that this country will agree to this is not believed. Great Britain also would hardly look with favor on such an arrangement. Thus there is all the more reason why the conflict between democracy and autocracy should be carried on to the finish. If Japan is given the full object-lesson that shows that wars of conquest henceforth are to be both losing and profitless, it may serve effectively to stifle her desire to accomplish her ambitions through recourse to military prowess. If any phase of the peace agreements result in the triumphant nations acquiring fresh territory by way of "conquest," this lesson will have been lost. There are indications that China itself has not been oblivious to this phase of the issue. Her entrance into the war against Germany on the side of the Allies, viewed from this standpoint, becomes a neat bit of Oriental finesse, assuring her a "seat at the table" when peace is concluded, instead of a place outside where she would be a possible part of the spoils to be dickered over. Emphasis is given to this point by the known fact that China is wholly impartial in her equal hatred and fear of Germany and Japan.

On the question of "reciprocal condonations" there will probably be no difficulty in framing a suitable reply. While the expression breathes an altruistic spirit, it hardly lends itself to the test of the cold logic of circumstances. It will first have to be shown what Germany has to forgive, and the most specious workings of the Teutonic mind will scarcely be able to work up an acceptable case.

Meanwhile, considerable light is thrown on the situation, so far as this Government is concerned, by the unhindered activity of all war preparations. These are going forward just as though no suggestions of peace had been made. More than half a million men are

going into the training camps, measures for the conservation and control of all supplies necessary to the effective prosecution of the war proceed apace, thousands of aeroplanes are being constructed, the commandeering of ships and the building of more ships are in progress. The Government is going on with its war program, while the President is giving the peace message calm and deliberate consideration. Neither interferes with the other. There is the firm conviction on the part of the people that the President will give the right answer at the right time. They leave that to him in perfect confidence. The whole presents an encouraging and inspiring picture. Not the least bright feature in the situation as thus presented is the complete failure of the message to halt progress or divide the public mind. It is, of course, not intimated that such could have been the intention of its originator. There is good reason to believe, however, that just such intentions are behind every peace movement with which Germany has any official relation. If overtures from the latest high source be unproductive of such result, what hope can the German plotters have of any success attending their own false efforts?

House-Building Activity Needed at Southern Ports.

ALBERT M. SMITH, Secretary Board of Trade, Brunswick, Ga.

There exists an opportunity for the profitable investment of capital in building homes for mechanics and others in the Southern ports that are developing shipbuilding extensively that should prove very attractive. At some of these ports the shipbuilding industries established are out of all proportion greater in both number and magnitude than the size of the cities. This is particularly true at Brunswick, which, though the census of 1910 gave but 10,182 population, has now four going plants of large size, three of which are working to the limit to fully equip themselves for steel ship construction, with a fifth company about to begin work on a mammoth plant to build all-steel vessels. Today the population is variously estimated at from 15,000 to 20,000, with only a comparatively small proportion of the mechanics that will be necessary to the operation of all of the shipbuilding plants now under construction actually living in Brunswick. Many of those who are here, because of the scarcity of desirable houses, have yet been unable to bring their families here to live. Yet not less than 5000 workmen will be brought in by plants now under construction as soon as they are ready for actual ship construction.

The people of Brunswick have united in an organized effort to provide as many dwellings as they can within the limits of their available capital. A corporation is now being planned to build houses in considerable number.

The shipbuilding companies are doing their part to provide homes for their own employees, and will each erect a large number of houses of various types for supervisory officials and for mechanics. It is believed that present plans will take care of the shipbuilders in good shape. There is not today a single habitable house vacant in Brunswick; in fact, there has not been for some time past, and every one built is engaged or purchased as soon as it becomes known that it will be erected.

The opportunities for house building are proportionately greater in the ports where the development has been largest in proportion to previous population.

Hartsville Wants Ice Plant.

W. EGLESTON, President the People's Bank, Hartsville, South Carolina.

Can you put me in communication with reliable parties who would like to come here and organize and run an ice plant?

This is a town of about 3500 inhabitants, and uses a good deal of ice and could ship a considerable amount. We do not care to deal with those who are desirous of throwing out this old ice machinery to replace for better machinery, and who want to use this old machinery here. We would like to get in touch with parties who would establish a new up-to-date ice plant.

Coal Production for Week in United States.

The weekly report on the production of bituminous coal and the causes of loss of working time, compiled by the Geological Survey, Department of the Interior, August 18, 1917, shows that continuing its downward course the ratio of tonnage produced to full-time output declined sharply in the week ended August 4. Nearly 900 mines, representing more than one-third of the output of the country, produced in the aggregate 72.8 per cent. of their combined full-time capacity as limited by the present labor force. The figure is not only less than that of the previous week (75.1), but falls almost as low as that of the slack week of June 30. The decline in production was sharpest in Indiana, Illinois and the Southern Appalachians. In Ohio and Western Pennsylvania an exceptionally favorable car supply caused an increased output.

PERCENTAGE OF PRESENT FULL-TIME OUTPUT PRODUCED IN CERTAIN STATES BY ALL OPERATORS MAKING WEEKLY REPORTS.

State.	In Week Ending			
	July 14.	July 21.	July 28.	Aug. 4.
Iowa	89.9	86.4	87.3	87.5
Illinois	79.5	77.1	76.0	72.6
Indiana	73.0	69.3	67.3	60.5
Ohio	69.3	69.2	69.4	73.7
Western Pennsylvania	78.6	77.9	76.3	78.1
Southwestern Virginia	85.6	88.6	88.2	91.9
Eastern Kentucky and Tennessee	78.4	81.0	82.6	68.6
Alabama	91.4	88.4
Kansas and Missouri	78.0	78.2	69.5	69.4
Oklahoma and Arkansas	75.7	69.2	79.0	63.4
Total reporting from beginning	77.9	76.0	75.1	72.8

Reports of cars of coal loaded on roads representing more than half of the shipments in the United States given in the following table show a gain of nearly 3.5 per cent. in the week ended August 11 compared with the week ended August 4 in all districts except Pennsylvania and Ohio. The largest gains were in the Southern Appalachians and Alabama and in Illinois and Indiana. The average daily loading on these roads in the second half of July was 2.5 per cent. less, and in the first half of August was 9 per cent. less than in the first half of July:

CARLOADS OF COAL ORIGINATING ON PRINCIPAL COAL-CARRYING ROADS.

District.	Week Ended					
	July 7.*	July 14.	July 21.	July 28.	Aug. 4.	Aug. 11.
Alabama, Eastern Kentucky and Eastern Tennessee	7,203	9,539	8,794	9,415	7,579	8,565
Illinois, Indiana and Western Kentucky	14,882	18,047	17,923	16,766	14,452	15,864
Pennsylvania and Ohio	38,718	44,384	44,372	44,180	41,397	41,341
West Virginia and Virginia smokeless	10,155	10,896	10,799	10,733	10,212	10,261
West Virginia and Virginia high volatile	14,507	17,616	16,652	17,890	16,648	17,426
West of the Mississippi	1,402	1,708	1,704	1,813	1,794	1,858
Total	86,807	102,190	100,154	100,767	92,082	95,175

*Five-day week.

While in the United States, as a whole, car shortage continues to levy the heaviest toll of the full-time output, in Iowa a dull market is the principal factor limiting production. Lack of orders, first noticeable in the week ended July 21, caused a loss of 7.1 per cent. of the full-time capacity during the week of August 4. The existence of free coal so near the sea of a threatened scarcity in the Northwest deserves the attention of consumer and dealer alike.

New Coal Developments Near Whitesburg, Ky.

Whitesburg, Ky., August 20—[Special].—A number of new companies have been organized in this section within the past few days, including the Elkhorn & Shelby Creek Coal Co., with a capital stock of \$150,000. The incorporators are John Meek, Donald Clarke and L. E. Harvie, all of Whitesburg. The offices of the company will be at Whitesburg, while the coal development will be undertaken below here along the Louisville & Nashville main line.

Organization of the Cornettsville Coal Co. was completed during the past few days, with a capital stock of \$50,000, the incorporators being Dr. T. G. Wright, Fleming; J. K. Parsons and J. W. Montgomery, Welch, W. Va., and Louis E. Harvie, Whitesburg. This company will have offices in Whitesburg, and will develop the W. B. Lusk coal land tract at Uvah.

Much interest is centered here upon the big development promised by the United States Coal & Coke Co. along the Letcher-Harlan border, where 20,000 acres were purchased several days ago in the vicinity of Looney Creek. This property carries at least five workable veins of coal—one nearly 14 feet thick—a fine

quality by-product, coking coal. It is understood the product of this company will be shipped to the plants of the United States Steel Corporation. Several million dollars will be expended in establishing a model town.

The Black Diamond-Elkhorn Coal Co., organized by E. M. Denham, Williamsburg, Ky.; B. N. Turnbull, Hazard, and Geo. E. Saufley, Hazard, and others, has leased the J. G. Frazier coal lands, immediately on the outskirts of Whitesburg, and is starting the development of the property on an extensive scale. The company has a capital stock of \$30,000.

The first shipments of coal from the Caudill Coal Co.'s new plant at Caudill, just below Whitesburg, were made this week to the markets of the Great Lakes region.

Construction work on a new town, Moss-Field, is being started. Dr. C. S. Moss, Williamsburg, Ky., is at the head of the company, while L. W. Fields is manager.

The discovery and the facing up of the main Elkhorn seam of coal, which is about six feet thick within a stone's throw of the courthouse in Whitesburg, caused much activity in leases and purchases of coal lands, although there are three other good workable veins.

This week J. M. Freeman, Williamsburg, Ky., and C. P. Price, Knoxville, Tenn., leased the Thompson-Lewis-Frazier 600-acre coal land tract immediately below Whitesburg, on Sandlick Creek, and a company will be organized for its development.

The Klenskole Mining Co., organized a few days ago, has leased coal lands near Cornettsville, on the Louisville & Nashville Railroad, and will start a first-class development immediately.

The first shipments of coal, destined to the Detroit markets, were made this week by the Mayking Coal Corporation, of which B. A. Bass, Brownsville, Tenn., is manager. Two other coal operations, of which the Ju-Lizzie Coal Co. is one, are under way at Mayking.

Leases were closed this week on properties at the mouth of Line Fork. Announcement of the development of this property was made, and work will follow at once.

Around the Hazard field construction of the Lotts Creek branch of the Louisville & Nashville is starting

with a vim, and will be rushed to completion at once. Along this line there will be a half-dozen operations launched at once. In some instances the development work is already starting off. The Hazard Junior Coal Co. and the Whitley-Elkhorn Coal Co. will develop about 400 acres each carrying the main Hazard seam.

A number of the old operating companies in the Hazard field are making increases in their plants, and the close of the year will see a large increase in the output of the territory.

While a large number of new companies have been organized in the Harlan county field within the past few weeks, little work is now being done, due to the strike in effect in that section, although operators hope to adjust matters without much further delay.

Louisiana Sugar District Spending \$2,000,000 on Roads.

New Orleans, La., August 20—[Special].—Approximately \$2,000,000 is being spent in the sugar district of this State, which is made up of 22 parishes, for the construction of model roads. The greater portion of the new highways will be built of gravel, while some will be built of clay and shells. There will be as a consequence of this activity a network of good roads in the sugar bowl of Louisiana.

St. Mary parish, after having finished a model gravel roadway from Morgan City at the eastern end to Jeaneretta at the westernmost limits, is now beginning the construction of an \$80,000 sand and clay road down from Centerville, on Evangeline's famed Bayou Teche, along the banks of Bayou Sale to its mouth at the Gulf of Mexico, or at the terminus of Tidal Wave plantation. This part of St. Mary, since the fateful year of free

sugar, has to a great extent been noted for its desolation and neglect, but in the last year its resurrection has been going on without any letting up until this part of Louisiana's great sugar-producing parish is alive with industrial activity. Inspired by the Bayou Sale example, the more prosperous Cypremont interests are agitating for a similar road there which will run from Baldwin on the Teche & Southern Pacific Railroad down to Weeks Island, where is located the large salt mine of the Myles Salt Co.

St. John and St. James, two of the oldest sugar-raising parishes in Louisiana, and for many years two of the most unprogressive in the State, are together issuing something like \$200,000 in bonds for building better roads. In these parishes are located some sugar factories that are amongst the oldest in the State. They were the last in Louisiana to issue bonds for roads, but they will boast within the next year some of the finest highways of any parishes or counties in any of the Southern Commonwealths. In these parishes are to be found the growers of the fragrant and rare perique tobacco, grown nowhere else in the world.

Ascension and Iberville parishes, just north of these two, are having or will soon have built many miles of graveled roads, for which they are spending over \$100,000, and up into Point Coupee, which is one of the northernmost sugar parishes, increased expenditures amounting to many thousands of dollars for new highways are being enthusiastically voted.

It will soon be possible for the automobilists of New Orleans to motor in a couple of hours to the beautiful and wealthy Teche country and the country of Terrebonne, as Lafourche and Jefferson parishes are doing their part in the expansion of the road systems of sugar Louisiana by scores of miles of new highways. Not a parish in the entire 22 is failing to do its share.

Into the making of a greater sugar bowl the planters of Louisiana are putting their war profits. Better roads are just one phase of their reciprocating to the source of their success. Lands on which last year Johnson grass and other undesirable sugar plantation weeds thrived, cane and corn and now and then rice now flourishes to lend their portion to the war wealth chest of prospering Louisiana.

Sheffield Iron Corporation.

As a part of the recently-announced plan for fully developing the properties of the Sheffield (Ala.) Coal & Iron Co., the Sheffield Iron Corporation has been chartered with a capitalization of \$775,500 by James Gayley and associates of New York. The improvements decided upon for the physical properties are now in progress, and are expected to be completed within 60 or 90 days. These betterments include the rehabilitation of the furnace at Sheffield, preparing the coke ovens for operation at Jasper, Ala., equipping the iron-ore mines in Alabama and Tennessee for larger output, etc. Mr. Gayley is president and W. L. Klutz of Sheffield is general manager of the company.

Dallas and North Texas to Have Abundant Gas from Oklahoma.

Dallas, Tex., August 18—[Special].—Gas from Indian lands in Oklahoma assure industrial plants and private consumers in Dallas and Fort Worth a plentiful supply of gas by the time the winter season arrives. The Lone Star Gas Co. now has at its disposal for development purposes 9000 additional acres of Indian natural gas lands in Oklahoma, and sufficient quantity for all purposes of the two cities will be available within the next few months. Cato Sells, United States Commissioner of Indian Affairs, in a letter to Mayor Joe E. Lawther of Dallas officially advises that the assignments of gas leases for 9600 acres of Indian lands to the Lone Star Gas Co. have been approved by the Government.

Rise in Prices of Soya Beans in Manchuria.

[Cablegram from the American Consul at Dairen, Manchuria, August 14.]

Heavy speculation and short stocks are raising present record prices of soya beans, cake and oil. Think prices will rise steadily and will be high all winter. Crop germination affected by drought and now floods.

BIG PULP AND PAPER MILL FOR WILMINGTON.

North Carolina Proposes Million-Dollar Company to Be Operated at Coast Point.

Raleigh, N. C., August 16—[Special.]—North Carolina is again to have a paper mill, and on a large scale, for its daily output is to be 50 tons of the paper known as "kraft," which is of great strength and used for wrapping and similar purposes. The plant is to be located on a 50-acre site purchased on Smith's Creek, a few miles from Wilmington, and will be owned and operated by the Old North State Pulp & Paper Co.

There are immense quantities of pulp timber in that zone; in fact, it is stated that in North Carolina there is sufficient timber to maintain 10 mills, so rapid is the growth from Raleigh eastward, for in five years pulpwood grows large enough to be available. The timber to be used will be that of all the pines, of which there are five or six varieties—bay, maple, cypress and gum; in fact, all the timbers except oak can be used.

It is said that this plant is to be as large as the one at Canton, near Asheville. It will cost \$1,000,000 at least, and will employ about 2000 people. Kraft paper will be made by the soda process.

Most of the drive of the machinery will be by electric motors, and the plant will generate its own electricity. The pulp mill will be first constructed, and this will turn out pulp while the paper mill is under construction, for the plant will utilize all its own products.

Experts say the great mileage of tidewater in the Wilmington region makes it a notable place for such a plant. From a relatively small zone a mill can easily obtain all the timber it requires. This one will utilize all the timber unfit for lumber, and thus clear the woods for the new growth, which is so rapid in that growing climate and rich soil. All the refuse from the lumber mills will, therefore, be handled. The fact that a Southern man is to finance this big plant is of interest.

The South has a great opportunity to supply the whole country with sulphite pulp, which has been obtained from Sweden, and a great opportunity for a big industry is at hand.

Developments in Kentucky Oil Fields.

Winchester, Ky., August 18—[Special.]—A number of new leases, covering large territories, have been closed within the last few days in the Kentucky oil fields.

In Estill, especially around Ravenna and the Miller's Creek sections, where a number of rich strikes have already been made, a score or more of new wells will go down, in most instances the machinery being now on the ground and preparations practically complete for the drilling to start. It is said the Irvine pool extends into Clark county, of which Winchester is the county-seat. A number of leases have been closed in that section of the county, and tests are practically in readiness to start.

Six paying wells have been struck by local operators in Morgan county within the past 10 days. A large number of test wells continue to go down, while many new leases are yet being closed.

Cincinnati operators, in connection with the Mowbray-Robinson Lumber Co., have secured leases on 40,000 acres in Perry, Breathitt and Letcher counties, and are planning an extensive drilling campaign this fall in the three counties along the North, South and Middle Forks of the Kentucky River.

Menefee county showed two good paying wells at a shallow depth during the week just passed.

Along Carr's Fork and Rockhouse creeks, in Letcher and Knott counties several thousand acres was leased by West Virginia and Pennsylvania interests last week. They propose putting machinery on the ground and begin drilling within 10 days.

On Richland Creek, in Knox county, Donnell & Stewart struck oil at a shallow depth during the week. Another 50-barrel well was also struck in Bath county, a few miles from Olympia, during the week.

It is announced from Pryse, in the Estill field, that the Oleum Refining Co. is building a refinery which is to have a daily capacity of 1000 barrels of crude oil. This new plant will be contiguous to the Ravenna and Miller's Creek fields, from which the refinery will draw much of its product.

In Powell county, which adjoins Clark and Estill on

the south, there are 50 rigs drilling for oil. Many new leases have been made in that county. The two new good producing wells lie a few miles out from Stanton on the Louisville & Nashville main line.

Altogether there were over 300 rigs drilling for oil, largely in new fields, in Eastern Kentucky the beginning of this week. This number, it is expected, will be augmented by at least 100 more within two weeks.

Around Scottsville, in Allen county, Western Kentucky, there is more or less activity. Rich flows are being brought in almost every day. In the vicinity of Scottsville from 40 to 50 new tests are being made. Leases are being extended into practically every section of Allen county. As a result of the boom around Scottsville the town is growing by leaps and bounds.

The Ken-See Oil Co. is drilling for oil on a large lease near Gates, in Rowan county, several miles from Morehead.

The Hudson Ridge Oil Co. is a new Louisville corporation that will develop new territory along Green River. The incorporators are John P. Dent, W. F. Blackford and Louis Webber.

The Melick Oil Corporation, organized at Lexington last week with \$50,000 capital, will make several tests in the Miller's Creek section of Estill county, the new work to start at once. Several hundred acres have been leased.

Another new Kentucky oil corporation is the Federal Oil Co., composed of Louisville people, with \$10,000 capital.

A number of Pennsylvania and Oklahoma people are making developments in Allen and other counties in the Western Kentucky field. Near Glasgow, in Barren county, indications point to some rich territory. Rigs are being installed for immediate test wells. In Perry and Leslie counties the Virginia Iron, Coal & Coke Co. has leased oil rights to several thousand acres. This will be developed during the fall months.

Government Should Co-operate in Increased Use of Oleomargarine.

In a bulletin from the Public Information Department of the Food Administration, July 17, 1917, it is said:

"The peanut is coming into its own, according to the officials of the Food Administration. It is regarded by them as rapidly reaching an important place in the dietary in the form of peanut butter. * * * Its composition, on the average, is as follows:

"Protein, 26 per cent.; fat, 39 per cent., and carbohydrates, 24 per cent.

"The total calories per pound amounts to 2500.

"In 1899 the peanut acreage was only 516,654. * * * The acreage for 1917 was 2,100,000. * * * Most of the peanuts are sold to the oil mills to be pressed for the oil which they contain. This edible oil compares favorably with olive oil, and is used for culinary purposes and also for making oleomargarine. * * * The estimated production of peanut oil for 1917 is 41,864,000 pounds."

With peanut butter costing 30 cents per pound, the cost of protein is 17.6 cents per pound; of fats, 28.4 cents per pound, and of 1000 calories, 11.8 cents.

With peanut oil churned in milk (oleomargarine) at 30 cents per pound, the cost of 1000 calories will be 8.6 cents.

At these figures, it is obvious that the poor man can purchase protein and fat in the form of peanut butter, and peanut oil in oleomargarine cheaper than almost any, if not quite any other palatable food now on the market.

The use of peanut oil in the production of oleomargarine furnishes the only adequate market for the large crop to be disposed of during the coming season. Milk enough is produced in the South in which to churn all this peanut oil, but no one is allowed to engage in this business without paying a license of \$600; one-fourth of one cent per pound tax; giving bond in the sum of \$5000 or more, and furnishing daily sworn reports to the United States Internal Revenue Bureau. Dealers in the product handling 10 pounds or more must pay a license of \$200 per year, and dealers handling less than 10 pounds at a time must pay a license of \$6 per year. If artificially colored so as to produce large quantities of uniform goods, a tax of 10 cents per pound

must be paid, and wholesalers must pay an annual license of \$480 and retailers \$48.

This splendid food product should be relieved of these burdens.

Planning for Big Southern Textile Exposition in November.

The second Southern Textile Exposition will be held in Greenville, S. C., the week of November 12-17, 1917. The first exposition, which was held in the same city two years ago, proved a remarkable success. There were approximately 40,000 paid admissions, in addition to the thousands that attended as guests or through special passes as members of the Textile Association.

So thoroughly was it demonstrated that an exhibition of this kind held at regular intervals in the South would be of value in many directions, steps were taken after the first exposition to thoroughly organize and to provide an adequate exposition building. This work was all successfully developed. The big building is now rapidly nearing completion, and the Southern Textile Exposition is now receiving applications for space for the coming exhibit.

To acquaint prospective exhibitors with the plans for the exposition a 20-page illustrated booklet has been published by the managers. In this are given the rules and regulations governing the application and allotment of space for the coming exposition. Diagrams are included of the various floors, showing the location of exhibit spaces and various views of the new building are likewise given. Altogether a total of 575 spaces are available, divided among the first and second floors and the balcony and mezzanine floors. Already a good many applications for space have been received, and it is anticipated that in view of the great success of the first exposition and the modern and thoroughly equipped hall that has been provided for the exposition this year, the number of exhibitors will be many times larger than at the previous one. The new building has been especially designed to house the Textile Exposition, although it has been arranged so it can be used for other purposes.

The hotel facilities of Greenville have also been enlarged, providing greater accommodations for the large number of visitors who will attend this event.

Greenville was selected as the permanent home of the Southern Textile Exposition because it is situated in the center of the Southern textile industries. There are 13 cotton mills in the city and 19 in the county, while 69 mills, having 2,540,000 spindles, are within one hour's ride of the city. It is said that one-fifth of all the textile machinery used in the South is bought through Greenville purchasing agents, and that this city is the headquarters for the largest group of cotton mill purchasing agents in the world.

The main purposes of the exposition are to give mill-owners, managers, superintendents and workers the opportunity to see at first hand and study the improvements that are being made in the industry from time to time, also to afford the manufacturers of improved machinery and equipment a chance to display their products in active running order before the leading cotton-mill interests of the South. Thus the exhibition serves in a doubly educative way for the mutual benefit of both interests.

The officials in charge of the exposition are: President, B. E. Geer; vice-president, Ellison A. Smyth; treasurer, Edwin Howard; secretary, G. G. Slaughter, all of Greenville; directors, W. P. Anderson, A. B. Carter, F. Gordon Cobb, B. E. Geer, John A. McPherson, J. E. Sirrine, T. B. Wallace, all of Greenville, and J. M. Davis and Z. F. Wright, both of Newberry, S. C.

Big Improvements for Irrigation System.

Extensive betterments are being planned by the La Feria Water Improvement District No. 3, Cameron county, La Feria, Tex., which recently voted an issuance of bonds to the amount of \$500,000. This is a municipal corporation organized to supply water for irrigating 25,000 acres. It will take over the present canal system (at cost of \$90,000), representing an initial investment of more than \$300,000. It is the plan to expend \$410,000 to purchase a new pumping plant with a capacity of 110,000 gallons of water per minute, install reservoirs, laterals, canals, etc. Geo. H. Byrnes, receiver, La Feria Mutual Canal Co., is in charge of the enterprise.

The Iron, Steel and Metal Trades

STEEL PRICES SOON TO BE ANNOUNCED

Base Price Between \$60 and \$70 a Ton Expected—Buying Pressure Continues to Relax—Government Negotiates for Pig-Iron.

New York, August 20—[Special.]—Persistent rumors circulated steel trade circles late last week to the effect that some definite announcement would be made by the Government within a few days as to the prices that would be fixed for steel by the Federal Trade Commission. Reports from Washington are that a base price of between \$60 and \$70 a ton would probably be agreed upon.

As prices for steel products vary all the way from \$50 a ton up to \$400 a ton, and the cost of the various steel companies are not known, it is impossible to estimate earnings of any steel company on a basis of \$65 a ton. All that can be said is that \$65 a ton would compare with the present average of \$118.18 for eight leading steel products. The United States Steel Corporation's ratio of net earnings per ton of steel produced in the second quarter was \$37.50, without deducting war taxes. Deducting war taxes of nearly \$54,000,000, and the ratio was approximately \$25.

The pressure for steel continued to relax last week. Buyers specified against contracts much less than heretofore. Many jobbers offered material more freely, and some went beyond their usual trade in order to dispose of surplus stocks. Manufacturing consumers, as a whole, are reported as very comfortably fixed as to stocks. It is a trade practice to fix a decline in activity upon some specific event, if any can be found. At this time there is a disposition to seize upon President Wilson's appeal of July 12 against "unusual profits," and for "one price for all." Of course, the statement has great influence, but market reports for at least six weeks prior to the publication of the President's statement were testifying to a diminution in the pressure for steel. Early in June the writer reported a decided decrease in specifications filed against steel contracts. The pressure has been relaxing for two months at least, and the President's utterance is only a month old.

It is only in exceptional cases now that shipping orders of mills are equal to their shipments, even though the shipments are curtailed by an average of 10 per cent. or more on account of the hot weather. The shipping orders received last week by many of the mills were chiefly in the form of specifications against contracts, there being scarcely any strictly new business in the form of shipping orders. While orders placed by the United States Government are quite small, relative to capacity, they constitute a large part of the really new business that is going on the books.

The light production of steel products continued last week. As in the week previous, the curtailment in production was between 10 and 15 per cent. below normal. On the whole, the curtailment in ingot output was little, if any, over 10 per cent. While the weather conditions proved a little more moderate, men working at the mills do not recuperate from a very hot spell until really equable temperatures arrive. October and March are the great months for output at both blast furnaces and steel works.

Sales of fabricated structural steel last month, according to statistics just issued, were about 75,000 tons, or slightly less than June. Fabricating shops are greatly handicapped by the small shipments of plain material by the structural mills, and the latter are hampered by the necessity to ship actively on Government work, or to American manufacturers, other than fabricators, who are executing large contracts to the Allied Governments. The output of structural shapes, too, is curtailed somewhat by the difficulty of securing semi-finished steel. Some of the smaller shops today are operating scarcely more than 25 per cent. capacity, and even the largest fabricators have scarcely 50 per cent. of capacity active. These conditions have been brought about, of course, by the exigencies of war and increasing demand upon the mills and shops by the United States Government.

The American Steel & Wire Co. is making an extension to its wire rope factory at New Haven, Conn., which will require several hundred tons of fabricated steel. The company is now manufacturing wire rope

at Worcester, Mass.; New Haven, Conn.; Trenton, N. J., and San Francisco, Cal. The total output of wire rope by this subsidiary of the United States Steel Corporation is scarcely 20,000 tons a year, but it is next to the J. A. Roebling & Sons Company, Inc., the largest manufacturer. The Roebling plant is credited with producing between 20,000 and 25,000 tons of wire rope a year. Nearly the entire capacity of these plants this year will be taken by the United States Government, either for use in this country or for shipment to the Allies.

(Dealers' average buying prices for gross tons.)

Bessemer billets (nominal).....	\$85.00—\$90.00
Open-hearth billets (nominal).....	85.00—90.00
Open-hearth sheet bars.....	90.00—
Bessemer sheet bars (nominal).....	90.00—
Forging billets.....	115.00—125.00
Wire rods.....	90.00—95.00
Rails.....	75.00—82.00

(Dealers' average buying prices for pound lots.)

Tank plates.....	9.00—10.00
Refined iron bars.....	5.25—
Steel hoops.....	5.50—6.50
Cold-rolled strip steel.....	9.00—9.50
Sheets, No. 28 gauge.....	8.00—9.00
Galvanized sheets.....	10.00—11.00
Blue annealed sheets.....	8.00—8.50
Wire nails.....	4.00—
Cut nails.....	4.00—
Plain fence wire, base.....	3.75—
Barb wire, galvanized.....	4.85—
Railroad spikes.....	5.50—8.00

PIG-IRON.

Bessemer, Pittsburgh.....	\$55.95—
No. 2 foundry.....	53.95—\$55.95
Basic, valley.....	52.95—
Malleable.....	53.95—55.95
Basic, Philadelphia.....	50.75—52.75
No. 2 foundry, Northern.....	52.75—55.75
Low phosphorus.....	85.00—90.00
No. 2 foundry, Buffalo.....	52.00—56.00
No. 2 South, Cincinnati.....	47.90—52.90
Northern foundry, No. 2 Cleveland.....	54.30—55.30
Foundry, Chicago furnace.....	50.00—
Malleable, Chicago furnace.....	55.00—
No. 2 foundry, New York.....	52.70—55.70
No. 2 plain, New York.....	52.20—55.20

SCRAP-IRON AND STEEL.

Heavy melting steel.....	\$22.00—\$34.00
Bundled sheet.....	24.00—25.00
Rerolled rails.....	40.00—41.00
Old-iron car wheels.....	33.00—34.00
Old-steel wheels.....	38.00—39.00
Stove plate.....	19.00—20.00
Steel car axles.....	47.00—49.00
Iron car axles.....	47.00—49.00
Low phosphorus.....	45.00—46.00
Heavy cast.....	27.00—28.00
No. 1 cast scrap.....	30.00—31.00
No. 1 railroad wrought.....	39.00—40.00
Cast borings.....	20.00—21.00
Machine-shop turnings.....	19.00—20.00
Railroad malleable.....	29.00—30.00

Alabama Coal Strike Temporarily Held Off.

Birmingham, Ala., August 20—[Special.]—Buyers are evidently holding off in the pig-iron market in the South, waiting for something to turn up. In the meantime, the manufacturers are looking to production and delivery on orders in hand, confident that prices will be maintained for some time to come. A few sales in small lots are again reported, but the aggregate is inconsiderable in comparison to what has been done in this market in the past. The quotations are still given at \$48 for No. 2 foundry, delivery next year, and \$50 for this year, with premium on special brand and special analysis irons. The fact that for several weeks there is a repetition of the statement, few sales and urgent demands for deliveries on old orders, has not so far disturbed the strength of quotations and is not likely to for a while yet. Much has been said in reference to the Government putting into effect plans of control, but each week there is less apprehension noted. So steady is the delivery of iron in the Southern territory that accumulated stocks continue to diminish. It is estimated that it will be a month and longer yet before a material increase in the advance of the average price of iron being shipped is noted, and 1918 will have been reached ere the average will be over \$32.50 per ton.

The postponement of the strike called by the United Mine Workers of America, Alabama District No. 20, which was to have started this week, due to the fact that Secretary of Labor W. B. Wilson is to come here Thursday and make an effort to get the two interests together, has had a wholesome effect for a while. Curtailment of coal production can hardly be prevented for the time being, as many of the union men will remain out pending the negotiations. The operators have issued

a statement that while they will treat courteously with the Government official, recognition of the union is out of the question. The union leaders have contended that that is their strongest point, and one on which the hardest fight is being made. The Secretary of Labor will meet the two interests separately this week and then try to get them together. The strike was postponed by union leaders who went to Washington and conferred with Secretary Wilson. With 24 hours' time only, Secretary-Treasurer J. C. Clemons of the United Mine Workers of America, in Alabama, had much difficulty in reaching the 98 locals of the organization; in fact, many men had withdrawn their tools from the mines and had made every preparation for the strike. It was a task to start the operations in the mines again. Every ton of coal being needed, a curtailment of the output for a week or less would have proven very injurious. One of the causes of a slight falling off of production of iron in Alabama in July, in comparison with the make of the previous month, was stated to have been made on the unsteady delivery of raw material, coal and coke being mentioned. There is hope that further reduction will not be shown this month.

The fact that consumers are urging prompt delivery of their iron is taken to mean there is need for the same. There may be an inclination, it is asserted, to pile up some iron for an emergency, but manufacturers say that the melt is calling for the product. Talk is still heard of resale iron, the product that was gathered at Southern ports awaiting ships for export. This has not interrupted confidence nor disturbed the activities of the market. Home melt is still active, and foundries and machine shops, cast-iron pipe plants, sanitary pipemakers and others all are well supplied with orders and are keeping their works going steadily. Some of the smaller industries have had rush orders from the Government for work at cantonments in the Southern territory, but the business will not be so very extensive, though it was a rush business.

Reiteration is given to the remark that no special efforts are being made to get business by the pig-iron companies.

Work on various developments in the iron and steel industry in the Birmingham district is being given every consideration. Preliminary work in connection with the \$11,000,000 development by the Tennessee Coal, Iron & Railroad Co. is fast being taken up, contracts being let in every direction and preparations being started to care for the actual construction of the various plants. Houses for employees will soon be under way. Labor is being assembled, and while authoritative statement is lacking, it is understood that machinery orders are being worked on as well as the building material for the main structures. Other development in the district includes some enlargements of foundries and machine shops, mention of some of which was made heretofore.

The coke market is very strong, apprehension being manifested that production cannot be kept at the maximum. The Birmingham-Trussville Iron Co. is ready to blow in its battery of 300 ovens at Trussville, but awaits development of negotiations in the district. The coke prices are still high, what little is being offered attracting \$6 to \$8 for furnace coke and \$10 to \$12 for the foundry coke.

The old material market continues weak, scrap iron and steel being most plentiful. Some of the larger consumers of old material have written dealers to hold up in shipments until further notice. Quotations have dropped some again, and the prospects are that further concessions may be possible. One week the dealers believe there is an undercurrent intimating recovery and the next week it is stated an uncertainty exists as to when the ebbing market will settle. The prices of the various old material is about down to where they were before the sensational advances started in.

The following quotations for pig-iron and old material are given in the Southern territory:

PIG-IRON.

No. 1 foundry and soft.....	\$48.50 to \$50.00
No. 2 foundry and soft.....	48.00 to 50.00
No. 3 foundry.....	47.00 to 47.50
No. 4 foundry.....	46.00 to 46.50
Gray forge.....	45.00 to 46.00
Charcoal.....	55.00 to 60.00
Basic.....	48.00 to 50.00

OLD MATERIAL.

Old steel axles.....	\$32.00 to \$33.00
Old steel rails.....	25.00 to 26.00
No. 1 wrought.....	26.00 to 27.00
Heavy melting steel.....	18.00 to 19.00
No. 1 machinery.....	20.00 to 21.00
Car wheels.....	23.00 to 24.00
Tramcar wheels.....	20.00 to 21.00
Stove plate.....	15.00 to 16.00
Shop turnings.....	11.00 to 12.00

METAL MARKETS AWAIT GOVERNMENT'S ACTION.

Fear Expressed That Government Will Commandeer Copper—Copper, Lead and Spelter Markets Dull—Tin in Little Demand.

New York, August 20.—[Special.]—The metal markets all marked time last week. They were not nervous or excited, as might have been expected in view of the anticipated action of the Federal Trade Commission, but both buyers and sellers were inclined to take things easy and wait development before making any moves. This condition will probably exist until after the commission's report.

An increasing fear is being expressed in metal circles that the Government may commandeer copper, should it be found difficult or impossible otherwise to fill requirements from regular channels. The shortage in supplies caused by the miners' strike and the heat will be quite fully reflected during this month, although September will have to face raw supplies in quantity below normal. The Government requires copper for its munitions, and, whatever the real underlying agency at work, the I. W. W. activities in Montana and Arizona were sufficiently strong to develop an embarrassing situation for the producers of copper who have to deliver metal against contracts.

Until after the various examiners at work on the subject have made their report to the Federal Trade Commission on the current cost of producing copper it does not appear likely that there will be a definite decision as to what price the Government shall pay for its copper, whether commandeered or otherwise secured.

Considering the continued dullness in the copper market day after day, prices hold remarkably steady. Spot electrolytic was a shade easier, but for later deliveries prices were unchanged. Some of the cheaper sellers of futures have withdrawn from the market for the time being, and the market for that position has a steadier tone. There was practically no demand, and most of the inquiries were merely to keep posted on any changes in conditions or prices. The Lake producers claim to be out of the market, and second-hand lots of Lake are scarce.

The lead market continued quiet and unchanged, with early deliveries extremely difficult to secure. The August output of refined lead in the United States will probably be smaller than in any month since demand caused producers to speed up production to maximum capacity. This will be the direct result of the labor troubles, which spread last month from the copper camps to some of the leading mining districts. It is understood that one of the largest lead smelters of the Middle West has been forced to suspend entirely, owing to lack of raw materials.

Stagnation continued in the spelter market, and only an occasional order or inquiry reached the trade. The market, however, strongly resisted any further decline. The Zinc Committee has been notified to accept the lowest bids tendered on 11,500,000 pounds. While the Washington authorities have not allowed any information to be given out, the writer can state that the bids accepted ran from 8 3/4 to 9 cents f. o. b. East St. Louis.

Private cables last week reported the visible supply of tin at Penang and Singapore as being 8000 tons, and estimate the shipments for the month at 6000 tons. This may have had something to do with the decline in prices at London, but this market has been a very narrow one of late, and been easily influenced on small sales and purchases. The market here was almost at a standstill, which was undoubtedly due to the uncertainty into which business has been thrown by reason of the situation at Washington. Tin arrivals to date are 1810 tons, and stocks afloat are 4215 tons.

Additional interests in the market last week offered unfinished steel at the cut prices of \$90 for sheet bars and \$85 for billets. Outside of a small tonnage of slabs, about 2500 tons, at \$90 and a few hundred tons of billets at \$88 no sales of cheaper steel are reported. The cut prices do not encourage consumers to take hold. While a drop of \$10 a ton in billets looks large, a half dozen more \$10-a-ton drops could occur and still leave the price at a level that used to be considered high.

The most interesting development in the pig-iron market last week was the active negotiation of the United States Government for a liberal tonnage of foundry and steel-making iron for the allied countries, as

well as for the use of the Government at home. Details are not yet available, but the expectation is that the Government will purchase for its allies at the same prices which will prevail for the iron purchased for its own requirements.

Stocks of pig-iron on furnace banks have been reduced to a very low point. According to reports from the Central West, supplies now being carried by merchant furnaces are the smallest in many years. Heavier stocks are carried in the South, where over 230,000 tons are in store. It is estimated that in all sections of the country not over 230,000 tons of steel-making and foundry grades are in stock, not including the iron in warehouse carried by exporters.

There was no improvement in the demand last week from consumers in all districts. Agents which under ordinary conditions sell from 6000 to 8000 tons per day sold only a few carload lots. Prices were nominally unchanged, as there was not enough business to indicate

what might be done. Melters were busy, and they anxiously urged shipments to be made on contracts.

More active buying of ferro-alloys is the natural outcome of the reports that importations have fallen off heavily in the past three months. Great Britain is finding difficulty in securing foreign ore, and its own requirements of ferro-manganese have increased. For these reasons the United States steel companies will be compelled to depend upon domestic output more and more as time passes. Last month the output of ferro-manganese in this country was close to 24,000 tons, and importations were less than 3000 tons, so that the current supply is scarcely keeping up with the domestic requirements, but it is hoped to increase production from foreign ores in the next few months. Sales of ferro-manganese in the past few days have amounted to 4000 to 5000 tons at \$400 for prompt shipment, \$375 for shipment in the next six to nine months and \$350 for shipment during the first half of 1918.

THE WEEK'S PRICES.

	Copper.		Lead.		Spelter.	Tin.
	Lake.	Electrolytic.	A. S. & R. C.	Independent.		
Monday, August 13.....	28.50-29.50	27.00-27.50	11.00 Nom.	11.00 —	8.67 1/2	62.75
Tuesday, August 14.....	28.50-29.50	26.75-27.25	11.00 Nom.	10.87 1/2-11.00	8.67 1/2	62.62 1/2
Wednesday, August 15.....	28.50-29.50	26.75-27.25	11.00 Nom.	11.00 —	8.67 1/2	62.75
Thursday, August 16.....	28.50-29.50	26.50-26.75	11.00 Nom.	11.00 —	8.67 1/2	62.25
Friday, August 17.....	28.50-29.50	26.25-26.50	11.00 Nom.	11.00 —	8.67 1/2	62.00

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

CARS ORDERED SOUTH AND SOUTH-WEST.

Nearly All of 20,790 Will Haul Grain, Live-stock, Sulphur, Etc.

To facilitate the prompt movement of grain and food products, as well as lumber and munitions, the Car Service Commission of the Railroads' War Board has ordered the immediate distribution of 20,790 additional empty cars among the lines operating in the South, the Middle West and the Southwest.

This will make a total of 106,033 empty cars that have been ordered moved from one railroad to another, regardless of ownership, during the past two months, in order to mobilize in different sections of the country a sufficient number of cars to handle the abnormal Government and commercial traffic that war conditions have produced.

Of the latest cars ordered by the War Board to be distributed where they will be most needed, 7800 are to be placed in the grain-producing country.

To protect the movement of sulphur for the munitions factories, hundreds of cars have been ordered to the Kansas City Southern, the Southern Pacific and the Gulf Coast Line.

More than 1000 stock cars have also been sent into Texas to enable the cattle raisers there to get their herds into the Western pasture country.

The roads to which the latest order of 20,790 cars has been consigned, together with the number of cars consigned to each, are as follows: Central of Georgia, 1300; Chicago, Peoria & St. Louis, 200; Mississippi Central, 135; Southern, 3025; Atlantic Coast Line, 1700; Illinois Central, 600; Georgia, Florida & Alabama, 30; Missouri Pacific, 600; Richmond, Fredericksburg & Potomac, 100; Georgia & Florida, 300; Tennessee Central, 100; Georgia, 200; Seaboard Air Line, 1000; Louisville & Nashville, 1700; Mobile & Ohio, 1000; Louisiana Railway & Navigation Co., 500; Wabash, 1000; Missouri, Kansas & Texas, 1000; St. Louis Southwestern, 500; Carolina, Clinchfield & Ohio, 300; Chicago & Alton, 500; Louisiana & Arkansas, 200; Missouri & North Arkansas, 300; Kansas City, Mexico & Orient, 500; Chicago & Northwestern, 500; Atchison, Topeka & Santa Fe, 500; Nashville, Chattanooga & St. Louis, 500; Chicago, Rock Island & Pacific, 500; Southern Pacific, 1000; Western Pacific 500; St. Louis & San Francisco, 500.

Fourteen thousand seven hundred of these cars, or a little more than two-thirds of the entire order, are to be supplied by the Pennsylvania system. The other roads that have been ordered to supply "empties" in-

clude the Western Maryland, Philadelphia & Reading, Cleveland, Cincinnati, Chicago & St. Louis, Boston & Albany, Boston & Maine, Central Railroad of New Jersey, New York, Chicago & St. Louis, Chesapeake & Ohio and the Norfolk & Western.

\$150,000,000 Western Maryland New Bonds.

The Western Maryland Railway Co. announces that at the annual meeting of stockholders October 17, 1917, they will be asked to approve the issue of \$150,000,000 of bonds at not over 6 per cent. interest, as proposed by the reorganization plan adopted last fall. The date of the annual meeting will also be changed from the third Wednesday of October in each year to the third Wednesday in March, beginning in 1918, the directors elected this fall serving only until March next.

The new bonds are not to be issued all at once, but in series as the requirements of financing plans may require. The directors will have authority to prescribe the tenor and form of each issue. The mortgage to secure these bonds will cover all of the property of the company. Other business to be dispatched includes the acquirement of the Western Maryland Terminal Co. and the Baltimore Fidelity Warehouse Co. by the railway.

LARGEST COAL CAR COMPLETED.

120-Ton Gondola Delivered to Virginian Railway by Roanoke Plant.

The first of the four 120-ton gondola cars ordered a year ago by the Virginian Railway, one each from a different builder, has been completed by the Virginia Bridge & Iron Co. of Roanoke, Va., and delivered to the railroad company. The general appearance of the car resembles that of other large capacity gondolas of steel construction, the only important differences being its great size and the bracings and other features of interior construction designed to make it equal to the heavy tasks it will be required to perform. The outside dimensions over all are: Length, 53 feet 7 inches; width, 10 feet 3 1/2 inches; height of sides above rails, 11 feet 1 1/2 inches. Inside measurements are: Length, 50 feet; width, 9 feet 8 1/2 inches; height of sides at ends of car, 7 feet 3 3/4 inches. The car is carried on two trucks of six wheels each, and within there are cross braces of great strength to prevent the car from bulging when fully loaded.

The rated capacity of this car is 100 tons, but in railroad practice the 10 per cent. allowance for overload makes it practically of 120 tons coal-carrying capacity. For instance, the 100-ton cars of the Norfolk & Western Railway are rated at 90 tons, but really carry 100 tons of coal. The Virginian Railway's new car when level full will carry 3785 cubic feet of materials, or when loaded with a 30-degree heap in the center 4422 cubic feet. The weight of the car empty is 73,900 pounds;

therefore, when fully loaded it will weigh 313,900 pounds, or in round figures 157 tons; thus over 76 per cent. of the total burden is load, which pays revenue to the company.

The car is not equipped with drop-bottom doors, but it will be handled with its huge load by the car dumper on the railroad pier at Sewalls Point, just as other cars are dumped there.

Three other cars of the same size were ordered by the Virginian Railway last summer, one each from the Pressed Steel Car Co., Pittsburgh; the Standard Steel Car Co. of the same city, and the Cambria Steel & Iron Co. of Johnstown, Pa., and are being completed.

All of these cars are in the nature of experiments, although it is believed that they will prove practical and economical. In their construction it was necessary for the designers on the part of the railroad company, as well as those representing the several car builders, to study and solve new problems relating to strains and dimensions because the size of the cars is at least 20 per cent. greater than any other coal cars ever built.

\$500,000 BUILDING FOR RAILWAY INTERESTS.

Atlanta Takes Opportunity to Concentrate Transportation Offices in One Large Edifice.

The idea of a transportation building for the accommodation of railroad interests centering at Atlanta and their allied activities, such as various associations and bureaus, has at last been realized in the beginning of construction on an eight-story fireproof building at the corner of Marietta and Forsyth streets for the Brown-Randolph Company. The members of this firm of leading attorneys, Col. Edward T. Brown, Hollins N. Randolph and Robert S. Parker, have been closely allied with railroad and banking interests for a great many years, Colonel Brown being deputy chairman of the Federal Reserve Bank of Atlanta and Mr. Randolph being the counsel of the same institution, and it is on account of their knowledge of the necessity for such a structure that it has at last taken definite shape.

The location of this building is unusually advantageous, as it opens on two streets and one alley up to the fourth floor and is open on all sides above the fourth floor. It is also unusually attractive for the above purpose, as it is convenient to both passenger stations, all freight terminals, and is in the center of the office building and banking district, convenient to the center of the street-car system, the city hall and the

offices of all public service corporations. Indeed, many important commercial institutions are now locating beyond this site, such as the new Federal Reserve Bank Building, which is to be one of the handsomest and most complete in the entire system.

This project is going ahead under unusually auspicious conditions, as leases have already been closed for over half of the office space, and there are negotiations in progress with other large concerns of a similar nature for the rest of the available space, and it may be necessary that before completion a ten-story instead of an eight-story building will be the result, as the demand for space in large units to suit individual needs is becoming more and more felt, instead of tenants having to adjust themselves to cut-and-dried plans after they are constructed.

In addition to the other attractive features, there will be a large convention hall on the top floor for large gatherings of railroad committees or representatives.

The building will be of the highest class fireproof construction, with reinforced concrete columns, girders, floors and roof. The exterior will be most substantial and attractive, as the material to be used will be rough texture brick, with white terra-cotta trim. The mechanical conveniences, such as elevators, heating plant, etc., will be of the most modern character.

Plans and specifications have been prepared by A. Ten Eyck Brown, architect, who has carried out a great many other large building operations which have gone a long way toward the upbuilding of the city.

The contract has been awarded to Gude & Co., who have built some of the largest structures in this territory.

FIRST LOCOMOTIVE FOR WAR.

1064 Engines Ordered for United States' Use in Europe.

The Baldwin Locomotive Works has built the first of the locomotives ordered by the United States Government for use in connection with military movements in France. The engine is of the familiar Consolidation type, with one pair of forward wheels and four pairs of drivers. It weighs 80 tons, and its general appearance is like that of American locomotives excepting that there is no pilot (commonly called "cowcatcher") on the forward end, there being instead two buffers to meet requirements of handling foreign cars, and the rear end of the tender is similarly equipped. On the sides of the tender is "U. S. A." in large letters. The engines are equipped with superheaters; they are now being completed at the rate of about four each day.

There will be 150 of them. The first was finished in 20 working days after execution of the contract was begun.

The American Locomotive Co. is also at work on 150 engines of the same pattern for the Government, because the total order first placed for foreign service was for 300 locomotives. All are of standard gauge for use on regular railroads.

In addition to these orders the United States Government has just awarded another engine contract for 764 locomotives, all of which will be built at the Baldwin Works. This includes 380 more of the Consolidation locomotives of 80 tons, standard gauge, and many smaller locomotives for narrow-gauge lines. Thus there will also be built 195 Prairie type engines of 23½ inches gauge, besides 126 50-horse-power gasoline locomotives and 63 30-horse-power locomotives of the same gauge.

Besides buying these 1064 locomotives, the Government has also ordered for use in France 6000 standard-gauge 30-ton freight cars and 2907 of the narrow-gauge freight cars. The Standard Steel Car Co., the Pressed Steel Car Co., the American Car & Foundry Co., the Haskell & Barker Car Co., the Pullman Company, the Ralston Steel Car Co. and the Magor Car Co. all have contracts for this equipment, which includes gondola cars, box cars, tank cars, refrigerator cars and flat cars, all of standard gauge, and box cars, gondola cars, tank cars, flat cars and trucks of narrow gauge.

Missouri, Kansas & Texas Report.

In the annual report for the year 1916, C. E. Schaff, receiver of the Missouri, Kansas & Texas Railway, says that \$2,286,090 was spent for permanent additions and betterments to the property, exclusive of equipment. There was spent for new equipment and for improvements made to old equipment a total of \$3,418,870. The improvement to the main line included laying 214 miles of new 85 and 90-pound rails, releasing lighter weight rails which were used in branch tracks, taking the place of rails requiring renewal. There was also new ballast applied to 149 miles of line, and 100 miles of track additional were reballasted. In addition to this, 1,809,985 ties in the tracks were renewed. There were 21 miles of yard and industrial tracks constructed. Embankments were widened on 510 miles of line, and 627 miles of ditching was done. Fencing rebuilt covered 359 miles, and three miles of entirely new right of way fence were also built.

The new equipment received and placed in service included 12 Pacific type and 35 Mikado type locomotives, 3 switching engines, 15 baggage cars, 2 postal cars, 4 dining cars, 1500 coal cars, 210 ballast cars, 2 steam shovels, 1 rail-sawing machine, 2 Jordan spreaders, 2 steam wreckers, a wrecking crane and a pile-driver. There were retired from service 43 locomotives, 46 passenger cars, 2351 freight cars, including cabooses, and 123 work cars.

The income account shows total operating revenues \$36,733,682, increase as compared with 1915, \$4,280,219; total operating expenses \$29,439,700, increase \$6,215,884; net operating revenue \$7,293,981, decrease \$1,935,664; gross income \$7,690,370, decrease \$1,768,964; net loss \$1,134,634 after deducting interest.

A report from San Antonio, Tex., says it is proposed to open for service the company's new freight and passenger terminal there on September 1.

Meridian & Memphis Line to Change Hands.

It has been announced at Meridian, Miss., by S. A. Neville, vice-president of the Meridian & Memphis Railroad Co., that it will pass under the control of an important trunk line very soon.

According to local reports, the Gulf, Mobile & Northern Railroad (formerly the New Orleans, Mobile & Chicago), running from Mobile, Ala., to Middleton, Tenn., via Laurel, Hattiesburg and other Mississippi points, will be the new owner, although the real control, it is supposed, will be with the Louisville & Nashville system. The Gulf, Mobile & Northern is now building an extension from Middleton to Jackson, Tenn., 40 miles, to connect with the Nashville, Chattanooga & St. Louis Railway, a subsidiary of the Louisville & Nashville, in order to reach the great new bridge at Metropolis, Ill., and thus connect with the Burlington system, which is jointly interested with the Nashville, Chattanooga & St. Louis Railway in the bridge and



A PROPOSED RAILROAD OFFICE BUILDING, ATLANTA.

also in the Paducah & Illinois Railroad, a 12-mile line extending from the Kentucky end of the bridge to Paducah, Ky.

The Meridian & Memphis Railroad was promoted by Mr. Neville, and its president is John T. Schley of Mobile. Mr. Neville is now promoting and building the Meridian & Bigbee Railroad, a 48-mile line extending eastward from Meridian to the Tombigbee River and to Myrtlewood, Ala., to connect there with the Louisville & Nashville Railroad. The Meridian & Memphis line is 33 miles long from Meridian northwest to Union, Miss., where it connects with the Gulf, Mobile & Northern. There is also an extension of 14 miles from Union to Sebastopol, Miss., called the Jackson & Eastern, which may or may not be included in the deal.

The Louisville & Nashville has been interested in the Gulf, Mobile & Northern as a stockholder of the former New Orleans, Mobile & Chicago Railroad Co. for some years, and if it is back of the deal just announced, the transaction will mean the addition of much territory to be served by the lines of the system, especially if the Meridian & Bigbee road is pushed to completion, as now appears to be probable.

Great Gain in Railroad Efficiency.

Reports received by the Railroads' War Board show that the railroads of the country in their co-operative efforts to afford the greatest possible amount of freight service, have accomplished an extraordinary improvement in freight car supply. The excess of unfilled car requisitions over idle cars, or what is ordinarily but inaccurately termed car shortage, was only one-fourth as great on August 1, 1917, as on May 1, 1917. The excess of unfilled car requisitions on May 1 was 148,627, on June 1 it was 106,649, on July 1 it was 77,682 and on August 1 it had been reduced to 33,776.

This result has been accomplished at a time when the railroads are supplying from 15 to 20 per cent. more freight service with the same number of cars than was being given this time last year, for the railroads handled in July a tremendous increase in both Government and commercial traffic. The movement of cantonment supplies alone occupied the full services of more than 30,000 cars. There was also an extraordinarily heavy demand for cars to transport food products, as well as materials to and from munition factories.

The great improvement has been accomplished by co-operation with the railroads of shippers, regulating bodies and the public generally. This co-operation has made possible the intensive loading of freight cars, prompter unloading, the elimination of a large amount of unnecessary passenger train service and general opportunity to utilize the railroad plant efficiently.

New Orleans Street Car Recommendations.

New Orleans, La., August 20.—[Special.]—New Orleans' \$10,000 traffic survey report was made last week by James E. Allison, an Eastern traffic engineer, but no action will be taken by the Mayor and the Commission Council until after the report is studied.

Mr. Allison recommended the consolidation and re-routing of a dozen street-car lines to simplify the service and relieve the congestion in Canal street; also the purchase of at least 50 new 52-seat capacity cars, an improved night service and an improvement of the service during "rush" hours. A new franchise covering the whole city was recommended as essential, and he said it should provide for a division of excess profits, if they accrued, with the city; also for the city to acquire the lines, if it desired. He further recommended the prohibition of jitney service as detrimental to the best interests of the community.

Many Tracks for Camp Greene.

To supply facilities for properly handling movements of men and materials at Camp Greene, one of the 16 national guard camps, near Charlotte, N. C., the Southern Railway system is laying 25,331 feet of extra track connecting the camp with its main line. The work involves 125,000 cubic yards of excavation and will provide trackage for accommodating 339 cars, or 10 trains.

There will be two main side-tracks, 1990 and 2038

feet long, respectively, from which will spring two house tracks, 3350 and 1605 feet long; one yard storage track, 1605 feet long; four troop tracks, 1815, 2525, 2733 and 3445 feet long, respectively; an ordnance spur 575 feet long and a switching lead 3650 feet long.

Army Cantonments in the South.

The Southern Railway has issued a large folding map showing the location of Army, Navy and Marine Corps cantonments, camps and stations along the lines of its system throughout the South. Accompanying the large map are several small maps, showing the position of a number of the military establishments with relation to the nearest towns and cities. Copies of these maps may be obtained from W. H. Tayloe, passenger traffic manager, or H. F. Cary, general passenger agent, at Washington, D. C.

Railroad Improvements Around Petersburg.

The Norfolk & Western Railway has completed near Petersburg, Va., a branch running through Camp Lee and connecting with the Belt Line and the Petersburg-City Point line a short distance east of the city. It is about five miles long. The railway company is also building a large addition to its freight house on River street in Petersburg, which will practically double its freight-handling facilities there. About five miles of sidings have been built at the army camp in addition to the main camp line.

Camp Wheeler Terminal Co.

The Camp Wheeler Terminal Co., notice of application for charter of which was recently published at Macon, Ga., will not build seven miles of railroad, as reported, but, as W. L. Seddon, vice-president of the Seaboard Air Line, who is one of the petitioners, says, it is simply to cover an agreement by the railroads entering Macon to cover the joint use under trackage agreement of the main line of the Macon, Dublin & Savannah Railroad, which runs through Camp Wheeler, to enable all lines to reach the camp.

Elisha Lee Becomes Vice-President.

Elisha Lee, general manager of the Pennsylvania Railroad, will, it is announced, succeed W. W. Atterbury as vice-president, Mr. Atterbury going to France as a director of war railroads for the United States there. C. S. O'Donnell of Pittsburg, general superintendent, becomes general manager, and J. H. Gumbes of the Philadelphia terminals succeeds Mr. O'Donnell as general superintendent.

\$100,000 Coal Dock at Mobile.

It is announced at Mobile that the Louisville & Nashville Railroad will immediately begin construction of its proposed coal dock at the foot of Charleston street on the Mobile River. This improvement will cost about \$100,000, and will be equipped with electrically-operated elevators and conveyors. Creosoted piling will be used in building the foundation.

New Equipment.

Southern Pacific Railway is in the market for 41 Santa Fe type locomotives and 10 six-wheel switchers.

North Carolina Public Service Co. has bought 3 convertible cars for the Salisbury-Spencer line.

Railroad Notes.

C. Murphy Candler has been re-elected chairman and George Hillyer vice-chairman of the Georgia Railroad Commission.

James Berlingett has resigned as general manager of the Virginian Railway Co. at Norfolk, and will retire from the company on August 31. It is stated that he will continue to reside in Norfolk.

It is announced at Bristol, Va., that the property of

the Bristol Traction Co. will be offered for sale at auction by the receivers on September 5.

Under a decree of the United States District Court at New Orleans the Orleans-Kenner Electric Railway property will be offered for sale at auction on September 20 in that city. Wm. C. Dufour was appointed special master to conduct the sale. J. D. Purcell of Lexington, Ky., is trustee for the bondholders.

TEXTILES

Piedmont Finishing Mills.

Officers have been elected for the Piedmont Finishing Mills of Burlington, N. C., mentioned last week as incorporated with \$50,000 capital. This company has a plant with daily capacity 2000 dozen pairs of hose, and it employs 60 operatives. Its building is a one-story 275x80-foot brick mill structure costing \$10,000, and its \$10,000 equipment of machinery includes 30 knitting machines, with dyeing apparatus and electric power drive. S. J. Hooker is president and J. P. Thomas is secretary-treasurer.

Textile Notes.

An increase of capitalization from \$200,000 to \$1,000,000 has been announced by the Sterling Cotton Mills of Franklinton, N. C.

The Efrid Manufacturing Co., Albemarle, N. C., will build an additional cotton mill.

An additional hosiery knitting mill will be built by the Wiscasset Mills Co. of Albemarle, N. C.

The Lawrenceville (Ga.) Yarn Mills will add new machinery to quadruple capacity.

A 150x40-foot addition for a picker and dyehouse will be built by the Melville Woolen Co. of Sykesville, Md.

A. W. Thornley and associates have organized the Paragon Knitting Mills, Oklahoma City, with \$250,000 authorized capital to build a plant for manufacturing women's hosiery.

The American Silk Producing & Manufacturing Co., James J. Murphy, representative, St. Augustine, Fla., proposes to plant mulberry trees, cultivate silkworms and manufacture silk.

E. H. Williams of Fayetteville, N. C.; J. M. Butler and A. R. McEachern of St. Pauls, N. C., have incorporated the Advance Manufacturing Co. of Fayetteville with a capital of \$100,000.

The May Hosiery Mills, Burlington, N. C., has purchased the plant of the Scott-Mebane Company and will undertake improvements. These will include enlarging the building to 30,000 feet of floor space and adding machinery to include dyeing and finishing plant for a weekly capacity of 30,000 dozen pairs of hose, two 125-horse-power boilers for heating and dyeing, electric power drive, etc. This company was lately mentioned as to install a finishing plant.

Lumber Company Chartered to Operate Under New Method.

[Special Dispatch to Manufacturers Record.]

New Orleans, La., August 21.

Announcement is made here today of the organization and chartering of the Gulfport Wholesale Lumber Co., capitalized at \$250,000, which will begin a general buying and selling business September 1, with headquarters in the Hughes Building, Gulfport, Miss.

The new company, which is financed and has the active support of some of the leading manufacturers in the yellow pine industry, presents a distinct departure in the methods of wholesaling heretofore prevailing among lumbermen. A. J. Carroll, formerly general sales manager for the J. J. Newman Lumber Co., and more recently assistant to the director of the Southern Pine Emergency Bureau, will be manager of the new company.

Officers of the company are: President, A. S. Mitchell, Ingram-Day Lumber Co., Lyman, Miss.; vice-president, G. H. Hovey, Pine Export Co., Hovey, Miss., and secretary-treasurer, A. F. Dantzler, L. N. Dantzler Lumber Co., Moss Point, Miss.

Good Roads and Streets

SOUTHERN HIGHWAY ACTIVITIES.

Details in regard to road and street undertakings and bond issues, briefly mentioned below, are given under the proper headings in our "Construction Department" and "New Securities," published elsewhere in this issue.

Bonds Voted.

Iuka, Miss.—Tishomingo county voted \$30,000 bonds for road construction.

Key West, Fla.—Monroe county voted \$100,000 bonds to construct roads.

Port Arthur, Tex.—Calhoun county voted \$75,000 bonds for building roads.

Bonds to Be Voted.

Cisco, Tex.—Eastland county votes September 13 on issuing \$130,000 bonds for road construction.

Corsicana, Tex.—Navarro county votes September 15 on issuing \$280,000 bonds for road construction.

Lake City, Fla.—Columbia county votes September 25 on issuing \$500,000 bonds for road construction.

Contracts Awarded.

Austin, Tex.—Travis county awarded \$27,000 contract for regravelling six miles highway.

Decatur, Ala.—City awarded \$5,000 contract for resurfacing streets.

Sapulpa, Okla.—City awarded \$84,000 contract for street paving.

Contracts to Be Awarded.

Andalusia, Ala.—Covington county will grade, drain and surface with sand-clay 4½ miles of road.

Baltimore, Md.—State receives bids until September 4 to construct 6.69 miles of road.

Charlotte, N. C.—Mecklenburg county will expend \$20,000 to improve 3 miles highway.

Cleveland, Tenn.—City receives bids until September 1 for 48,000 square yards of asphalt construction.

Graham, Va.—City will construct 2 miles of water-bound macadam road; \$10,000 available.

Hohenwald, Tenn.—Lewis county will construct 30 miles of road.

Lynchburg, Va.—City appropriated \$5,000 to pave sidewalks.

Rutherfordton, N. C.—Rutherford county will improve roads; \$25,000 available.

Tecumseh, Okla.—Pottawatomie county will construct 10 miles of graded road; estimated cost \$17,200.

Tiptonville, Tenn.—State receives bids until August 21 to construct highway; 3800 cubic yards chert, gravel or novaculite.

Tryon, N. C.—Town will construct 330 square yards cement sidewalks.

The Maintenance of Roads.

By J. D. FAUNTLEROY, District Engineer, United States Office of Public Roads.

Before building a road we should look ahead, past the construction period to the maintenance which is to follow after, and endeavor to get a mental vision of how that road should look two or three or ten years hence. This is not a matter of mere conjecture, but, from information in hand, knowing the traffic that will traverse a road, we can determine, within reasonable limits, what the life of any particular class of road will be and can also in like manner determine what the cost of maintaining that road should be. With such knowledge available it is criminal folly to go ahead and construct roads that will not answer the traffic requirements and that will either fail utterly, leaving only the debt to show that they were once constructed, or else they will have to be at a future date reconstructed at a much higher cost than would be the case had they been properly constructed of suitable materials in the first place.

The question of maintenance is an old one. For the past 25 years different States have been experimenting and passing laws in the hope of successfully solving

this problem. It cannot be said that any State so far has developed a perfect system of maintenance. We know that in certain sections of a State, for example, the roads will be better maintained than in other sections, and the only way we can account for it is that in some counties the men in charge of the road work are more conscientious and develop more efficient methods than the road supervisors in other counties.

I know a county in Texas which, without the aid of any bond issues, has succeeded in putting its main roads in very creditable condition, because its road overseers have tried honestly and faithfully to make every dollar go as far as possible, and have tried to handle the road business as though it were their own private enterprise. Very close to this county is another county, wherein all of the road funds have been expended and over \$100,000 of "anticipation warrants" have been issued for the purpose of road improvement, and the roads are in a most wretched shape. This indicates indifference and neglect on the part of the officials of that county.

I do not know of any business wherein personal interest and intelligence will count for more than in the maintenance of rural roads. Take, for example, the dragging of roads. Some men will take a road machine or a light drag and go out over a road during a rain, or immediately after it, and in the course of a few hours it will look splendid, with the ditches cleaned out and the crown properly shaped. On the contrary, many men, when employed to drag a road, will defer this very necessary operation until the road is baked hard and dry and ruts are all over it, and as a result dragging is practically useless.

On all work where Federal aid money is solicited we require resolutions from the local board stating that the road will be maintained, and when I have appeared before such boards and explained that such resolutions must be forthcoming, they have invariably answered me promptly that adequate financial arrangements would be made. I have then asked them if their road overseer or road supervisor was a skilled man and if the roads under his charge at the present time were properly maintained. This latter question was generally a facer to them, and they had to acknowledge that their roads were not efficiently maintained. Then I have explained to them that the proper maintenance of a road means the providing of an adequate organization to maintain this road; that some man must be definitely responsible for the road at all times, and that it is much better to have one conscientious man devote his whole time to road work and to know that he has a sure means of livelihood so long as he performs his duties than to spasmodically work the road with gangs of men who have little interest in such work.

For the Muscle Shoals Highway.

W. S. Brown, president of the Muscle Shoals Highway Association, Iuka, Miss., writes to the MANUFACTURERS RECORD:

"We have voted a \$30,000 bond issue for the Muscle Shoals Highway through the second district in Tishomingo county, Mississippi. The bonds are being advertised now, the survey has been made, and this will dare for the worst piece of road in North Mississippi, making the Muscle Shoals Highway's success assured. Other counties will now build the connecting links. This was the hardest point to get lined up."

District Production Officer Appointed to Expedite Timber Cutting.

[Special Dispatch to Manufacturers Record.]

New Orleans, La., August 21.

Appointment of R. G. Robinson as district production officer for the Shipping Board and Fleet Corporation for the territory east of the Mississippi river, simultaneously with the naming of a similar official west of the river, both serving under W. J. Haynen, is held here to indicate that the Government is pursuing a vigorous policy in its efforts to secure prompt cutting of ship timbers by Southern pine mills.

Mr. Robinson, who is a member of the firm of the Robinson Lumber Co. of this city, has given up his private business to serve the Government in his present capacity, and has taken up headquarters in the office of Warren Johnson, district director of the Fleet Corporation here.

MINING

Marble and Onyx Development.

A \$50,000 corporation has been chartered for the development of marble and onyx properties, the incorporators being J. H. Steenberger, C. R. Broom, R. R. Hierbert and others, all of Huntington, W. Va. It is known as the Virginia Marble & Onyx Co.

Jas. A. Young of Huntington, president and general manager of this new corporation, sends the MANUFACTURERS RECORD a brief statement of plans. The company acquires the Marble Products Co., including 207 acres of land at Saltpetre Cave, Va., which will be developed for marble, onyx and granite. New machinery will be installed.

Tri-State Collieries Company.

Twelve thousand acres of coal land will be developed to their capacity by the Tri-State Collieries Co., which has been incorporated with a capitalization of \$2,000,000. The properties include the Margot coal lands in West Virginia, the Roebing coal mines in Allegany county, Maryland, and the Yerger coal property in Somerset county, Pennsylvania. They will be provided with betterments to largely increase the present capacity of the mines, electric plants, water-works, etc., and buildings will be erected to care for the additional employees.

The directors of the new corporation are William A. Morgart, Joseph R. Gunther, Frank A. Furst, E. Clay Timanus, Peter E. Tome and Thomas O'Neill, all of Baltimore; Edwin E. Marshall and J. H. Blackwell of Trenton, N. J.; H. C. Yerger of Patten, Pa., and H. L. Kirby of New York.

New Texas Sulphur Development.

Brazoria and Fort Bend county sulphur and oil land will be developed by the Swift Sulphur & Oil Co., which has been chartered with \$250,000 capital. The incorporators are O. A. Swift and G. W. Norrell of Houston, W. B. Dunlap of Beaumont, Tex., and Knich Hillyer of Rosenberg, Tex.

Trust Company Merger at Richmond.

Plans for the absorption of the Richmond Bank & Trust Co. of Richmond, Va., by the Old Dominion Trust Co. of that city have been made, and next Monday, August 27, the stockholders of the Richmond Bank & Trust Co. will hold a special meeting to vote on the agreement.

The Richmond Bank & Trust Co. has capital of \$477,400 and surplus and profits of at least \$120,000. Total resources are more than \$2,600,000. It was organized in 1911. H. R. Pollard, Jr., is president; W. J. Whitehurst, first vice-president; S. T. Beveridge, second vice-president, and Clinton L. Williams, cashier.

The Old Dominion Trust Co. has \$1,000,000 capital and surplus and profits of \$1,155,000. Resources more than \$3,800,000. It was organized in 1912. W. M. Habliston is president; M. C. Branch, vice-president; Henry E. Litchford, vice-president and treasurer; W. H. Slaughter, secretary, and T. W. Purcell, assistant secretary and assistant treasurer.

The merger of these two financial institutions will make one with resources totaling about \$6,500,000. It is stated that several officers of the absorbed company will be added to the staff of the Old Dominion Trust Co., whose directorate will also be enlarged.

The Cotton Movement.

In his report of August 17 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 17 days of the season was 181,716 bales, a decrease under the same period last year of 26,179 bales. The exports were 157,155 bales, a decrease of 43,887 bales. The takings were, by Northern spinners, 96,323 bales, an increase of 45,371 bales; by Southern spinners, 131,510 bales, an increase of 5517 bales.

Construction Department

IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year.

All advertising contracts in the Manufacturers Record for three months or longer include a subscription to the Daily Bulletin for the contract period, as well as a subscription to the Manufacturers Record.

AIRPLANE PLANTS, STATIONS, ETC.

Va., Richmond.—Government will establish aviation station for signal corps at Osborne Turnpike and New Rd., east of city limits; let contract John T. Wilson & Co., Richmond, to erect warehouse for assembling of aeroplanes for army; operate in conjunction with Camp Lee, near Petersburg, Va.; Capt. Kenneth C. Grant, Signal Corps, is in charge of work; H. McPherson is Government engineer in charge of actual supervision of construction.

BRIDGES, CULVERTS, VIADUCTS

Ala., Carrollton.—Pickens County will construct bridges, in connection with road building, contract to be let in Sept. See Road and Street Work. (See Machinery Wanted—Road Construction.)

Ark., McGehee.—Missouri Pacific R. R. let contract Missouri Valley Bridge & Iron Co., Leavenworth, Kan., to install draw span, lift type, in bridge across Arkansas River on Memphis, Helena & Louisiana Ry.

Fla., Palm City.—Palm Beach County Comms., Geo. O. Butler, Clerk, let contract to C. T. Dawkins Construction Co., 305 Florida Life Bldg., Jacksonville, Fla., at \$63,517 to erect bridge. (Lately noted.)

Mo., Liberty.—Clay County is reported to have voted \$12,500 bonds to construct bridge and complete driveway and Siloam Springs pagoda. Address County Comms.

Okla., Muskogee.—Muskogee County will construct following bridges and culverts on State road system: Section "C"—two 13-ft. reinforced concrete slabs on stone abutments; two 25-ft. reinforced concrete girder decks on stone abutments; Section "D"—two 25-ft. reinforced concrete girder decks on stone abutments; Section "H"—one 30-ft. reinforced concrete deck on stone abutments; Section "LL"—(Jefferson Highway, revised), three 10-ft. reinforced concrete slab bridges and two 21-ft. reinforced concrete deck girder bridges; Section "N"—one 13-ft. reinforced concrete slab on stone abutments, and one 8-ft. reinforced concrete slab on stone abutments; Section "U"—one 10-ft. reinforced concrete slab stone abutments; Section "V"—one 21-ft. reinforced concrete girder bridge; Section "Z"—one 8-ft. rein-

forced concrete culvert and one 10-ft. reinforced concrete bridge; total estimated cost \$10,000; bids until Sept. 3; Lewis F. Kipp, County Clerk; T. P. Clonts, County Engr. (See Machinery Wanted—Road Construction.)

Okla., Tecumseh.—Pottawatomie County Commissioners to open bids August 27 on 11 concrete culverts and bridges, estimated cost \$8250; concrete bowstring arch (76-ft. span) and approaches, estimated cost \$11,500; 10 mi. graded road; L. L. Winans, County Engr., City Hall, Shawnee, Okla. (See Machinery Wanted—Bridge and Road Construction.)

Tex., Gainesville.—Gainesville Red River Bridge Co., capital \$60,000, inceptd.; H. W. Stark, Pres.; J. D. Leeper, V.-P.; F. H. Sherwood, Secy.

W. Va., Lewisburg.—Greenbrier County Court, R. B. Holt, County Engr., asks bids until Sept. 4 to build 3 small concrete bridges. (See Machinery Wanted—Bridges.)

CANNING AND PACKING PLANTS

Fla., Lakeland.—Collins Canning Co. will expend \$10,000 to erect main building; 60x160 ft.; brick; fireproof roofing; cement flooring, first floor; construction and plans by H. L. Collins; electric lighting; hand elevator; H. L. Collins, Pres.-Mgr.; Glen F. Witter, Secy.; C. M. Clayton, Treas.; canning; manufacture preserves and jellies, mainly of fruits; also make sweet pickles and cane syrup; additional facts lately noted. (See Machinery Wanted—Canning and Preserving Machinery, etc.)

Ga., Tifton.—Tifton Packing Co. will rebuild packing-house burned while under course of construction; La Barre Construction Co., Contr., Jacksonville, Fla.

N. C., Raleigh.—State Packing Co. organized by C. B. Barbee, E. C. Duncan, J. R. Chamberlain and others; erect meat-killing and packing plant. (Late, noted.)

Va., Richmond.—Kingsan & Co. let contract to John T. Wilson & Co. to erect building. (See Miscellaneous Enterprises.)

CLAYWORKING PLANTS

Va., Roanoke.—Art Tile.—Roanoke Art Tile Corp., 206 Times Bldg., capital \$25,000, char-

tered; O. A. Kerns, Pres.; J. H. Colman, V.-P. and Secy.; erect fireproof buildings; cost \$10,000; manufacture tile roofing, 100 squares daily capacity.

W. Va., Wheeling.—Tile, Etc.—Compo-Tile Fireproofing Co., 12th and Main Sts., capital \$20,000, inceptd.; P. A. Poulalion, 1405 Chapline St., Pres.; R. W. Schweimler, V.-P. and Secy.; R. R. Kitchen, Treas.; produce form of fireproof floor construction, using tile fillers of patented composition; also manufacture (from same composition) partition tile, flue lining, furring blocks, back-up blocks, plaster board, etc.; no plant at present; contemplates later establishment of plant. (See Machinery Wanted—Crusher.)

COAL MINES AND COKE OVENS

Ala., Carbon Hill.—Bell Top Coal Co. organized; Zack P. Shepherd, Pres., Treas. and Mgr.; R. S. Shepherd, V.-P.; G. A. Kropp, Secy.; develop 40 to 80 acres; daily capacity 20 to 30 tons. (Lately noted incorporated, capital \$200.)

Ala., Cordova.—Borden Coal Co., Jasper, Ala., organized; Norman Gunn, Pres.; J. B. Powell, Secy.-Treas., both of Jasper; E. W. Tarwater, V.-P. and Gen. Mgr., Cordova; develop 200 acres; daily capacity 200 tons; now sinking shaft. Lately noted inceptd., capital \$10,000. (See Machinery Wanted—Mining Equipment.)

Ky., Alpharetta.—Beaver Creek Coal Co., Johnson City, Tenn., chartered; S. R. Jennings, Pres.; C. H. Anderson, Secy.-Treas., both of Johnson City; H. K. English and W. W. Richmond, V.-Ps.; J. W. Alley, Prestonsburg, Ky., Mgr.; develop 1000 acres; daily capacity 500 tons; bids opened Aug. 20 to 30 for mine cars, mining machines, electric locomotives, shaker screens, building materials, etc. (See Machinery Wanted—Mining Machinery.)

Ky., Artemus.—Buckeye Coal Mining Co., capital \$3000, inceptd. by James McQueen, E. H. Stegall and R. R. Wheeler.

Ky., Barboursville.—Queen City Blue Gem Coal Co., inceptd. by Brit Fugate, A. D. Smith and Lyman R. Benjamin.

Ky., Banford.—Fulton Coal Co., capital \$10,000, inceptd. by S. R. Fulton, L. A. Fulton, W. S. Fulton and W. R. Fulton.

Ky., Blackey.—Turkey Foot Coal Co., capital \$30,000, organized by S. T. Wallbolt, Toledo, Ohio, O. P. J. Cross, Jellico, Tenn., and others; reported as contemplating development of 600 acres.

Ky., Circle City.—Circle City Coal Co. organized with office at Madisonville, Ky.; H. Gruschow, Pres., Chicago; develop 3000 acres; equip for daily output 1000 tons coal; land partially developed and some machinery in position. (Lately noted inceptd. with \$50,000 capital.)

Ky., Covington.—King Harlan Co., capital \$250,000, inceptd. by Thomas R. Morgan, Frank Rhodes, Alex Dow and Alfred Marshall.

Ky., Dawson Springs.—Karlbad Hotel Co. of America, Theodore R. Troendle, Pres., Hopkinsville, Ky., plans \$150,000 investment to develop coal land between Dawson and Providence.

Ky., Indian Bottom.—Progress Coal Co., capital stock \$20,000, organized by Jep Ison, Fess Whitaker and others to develop Ison coal lands.

Ky., Kragon.—Haddix Coal Co.; capital \$4000; inceptd. by K. K. Ragon, W. P. Ragon and W. B. Davis.

Ky., Lexington.—Guthrie Coal & Mining Co., lately noted inceptd., will operate mines, Praise, Ky. (See Ky., Praise.)

Ky., Louisa.—Kentucky Coal Corp., capital \$100,000, inceptd. by Fred. M. Vinson, C. B. Bromley and Rebel Martin.

Ky., Mannington.—Williams Coal Co., capital \$25,000, inceptd. by B. D. Williams, S. H. Williams and L. D. Browning.

Ky., Pineville.—New Mt. Vincent Coal Co.; capital \$2000, inceptd. by W. F. Curry, Ed Babe and George Hampton.

Ky., Pikeville.—Elkhorn By-Product Co., capital \$200,000, inceptd. by J. R. Slayton, H. H. Morris, Thos. F. Bailey, Jr., and others, all of Huntington, W. Va.; develop 2000 acres coal land near Pikeville.

Ky., Praise.—Guthrie Coal & Mining Co., 625 Union Central Bldg., Cincinnati, Ohio, organized; Chas. Ffolliott, Pres.; H. L. Mundy, Secy.-Treas., both of St. Paul,

Minn.; C. E. Tuttle, Cincinnati, V.-P. and Gen. Mgr.; developing 500 acres; all contracts closed.

Ky., Seebree.—Knoblock Mining Co., Nashville, Tenn., organized; J. B. Ramsey, Pres.; Geo. E. Kannard, V.-P.; D. W. Ramsey, Secy.-Treas.; develop 2500 acres; open machinery bids about Sept. 15. (See Machinery Wanted—Mining Machinery.)

Ky., Whitesburg.—J. M. Freeman of Williamsburg, Ky., and C. T. Price of Knoxville, Tenn., have purchased and will develop 600 acres coal land.

Tenn., Bristol.—Beaver Creek Coal Co., lately noted chartered, will operate at Alpharetta, Ky. (See Ky., Alpharetta.)

Tenn., Chattanooga.—Sequatchie Coal Co., capital \$25,000, inceptd. by E. Scott Miles, M. W. Eastland, C. N. Miles and others.

Tenn., Jellico.—Southern Jellico Coal Co., capital \$25,000, inceptd. by W. J. McKinley, F. L. Smith, C. W. Jones and others.

Tenn., Monterey.—Bills Branch Coal Co. will develop 400 to 500 acres; has machinery bids; daily capacity 5 cars; increase within 6 months to 12 cars; J. W. Welch, Pres.; J. P. Welch, Secy.-Treas. and Asst. Gen. Mgr.; both of Monterey; Geo. N. Welch, V.-P. and Mgr., Nashville, Tenn. (Lately noted.)

Tex., Tyler.—Woldut Grocery Co. will double capacity of cannery, increasing to 75,000 cans daily; cure sweet potatoes.

Va., Big Stone Gap.—Cumberland Coal Co., capital \$50,000, inceptd.; H. J. Ayers, Pres.; D. E. Allen, Secy.

Va., Bristol.—Beaver-Elkhorn Coal Corp., capital \$50,000, chartered; S. R. Jennings, Pres.; J. R. Simmonds, Secy., both of Johnson City, Tenn.

Va., Coeburn.—Long Fork Coal Co., capital \$50,000, inceptd.; W. A. Cyphers, Pres.; R. V. Wholford, Secy.-Treas.

Va., Norton.—Park Coal Corp., capital \$5000, chartered; H. C. Miller, Pres.; John Roberts, Secy.

Va., Richlands.—Wysor Coal Co. organized; H. A. Lee, Pres.; A. A. Wysor, V.-P. and Mgr.; A. del Castillo, Secy.-Treas.; develop 110 acres; daily capacity 1 car (40 tons). (Lately noted inceptd., capital \$10,000.)

Va., Roanoke.—Harold Coal & Coke Co., 207 Terry Bldg., capital \$125,000, inceptd.; C. Markley, Pres.; S. C. Markley, Secy.-Treas.; H. O. Spangler, V.-P.; develop 200 acres. (See Machinery Wanted—Mining Equipment; Cars; Rails.)

W. Va., Adamson.—Adamson Fuel Co., capital \$10,000, inceptd. by G. L. Petrey, C. J. Same, F. C. Gaylord and others, all of Clarksburg, W. Va.

W. Va., Charleston.—Soucon Land & Improvement Co. purchased and will develop 411 acres coal land.

W. Va., Cassle.—Selbray Coal Co. organized; B. F. Bray, Blocton, W. Va., Pres.; Randolph Salmon, Secy., Treas. and Mgr.; develop 40 acres; daily capacity 2 cars. (Lately noted inceptd., capital \$5000.)

W. Va., Clay County.—J. B. Henry of Weston, W. Va., will develop 2500 acres coal lands at Groves Creek in Clay County; engaged Mr. Clark of Clark & Krebs, Engrs., Charleston, W. Va., to make surveys.

W. Va., Margot.—Tri-State Collieries Co. chartered with \$2,000,000 capitalization by Wm. A. Morgart and Jos. R. Gunther, 806 American Bldg., Baltimore, Md.; H. L. Kirby of New York, H. C. Yergor of Patten, Pa., and others; acquires Margot coal properties of West Virginia, Roebeling coal lands in Alleghany County, Md., and Yergor Coal mines in Somerset County, Pa.; 12,000 acres; producing mines, dwellings, water-works, electric plants, etc.; develop for largely increased production.

W. Va., Princeton.—Pocahontas Coal Land & Timber Co., capital \$50,000, inceptd. by J. A. Woods, R. E. Holt, T. H. Holt and others.

W. Va., Rosebud.—J. M. Macdonald Coal Mining Co. organized; J. M. Macdonald, Pres.; F. Guenther, Secy.; office 1914 Union Central Bldg., Cincinnati, Ohio; develop mines with daily capacity 400 tons. (In July, noted inceptd., capital \$300,000.)

W. Va., Stonewell.—Stonewell Block Coal Co., capital \$50,000, inceptd. by B. A. Burgess, O. F. Rife, W. B. Spurlock and others, all of Wayne, W. Va.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

W. Va., Sullivan.—Piney Creek Coal Co., capital \$100,000, incptd. by R. J. Sned, E. J. Adams, W. A. Snyder, all of Huntington, W. Va., and others; acquired properties of H. & S. Smokeless Coal Co. at Sullivan, comprising leaseholds totalling 500 acres with 3 openings and monthly production of 30,000 tons.

W. Va., Welch.—Depoy Coal Co., capital \$50,000, incptd. by Eugene H. Lopinsky, H. Klein, Max Goodman and others.

W. Va., Wellsburg.—La Belle Iron Co., Wheeling, W. Va. and Steubenville, Ohio, purchased 2500 acres Brooke and Ohio County coal land.

W. Va., Wheeling.—Short Creek Coal Co. chartered by M. E. McComb, Thomas B. McLean, G. A. Blackford, each of Wheeling; E. M. Pettit of Warwood, O., and A. Teagarden of Martins Ferry, O.

COTTON COMPRESSES AND GINS

Ark., Jonesboro.—Jonesboro Compress Co. organized; J. E. Parr, Pres.; E. C. Struck, V.-P.; E. J. Mason, Secy.; F. L. Mathews, Mgr.; will erect 270x300-ft. building of ordinary warehouse construction; has let contract; will install cotton compress. (In May, noted to incorporate, capital \$50,000.)

Ark., Monette.—Independent Gin Co., capital \$10,000, incptd.; A. R. Lunsford, Pres.; W. H. Grady, V.-P.; C. E. Brown, Secy.; C. A. Wallace, Treas.

Ga., Dalton.—W. H. Prater and W. L. Williams will erect cotton gin; cost \$800 to \$900.

N. C., Warrenton.—W. A. Dameron will build cotton gin and grist mill; erect 32x28-ft. brick building with concrete floor, 19x24-ft. seedhouse and grist mill, and 32x24-ft. cotton-house; install four 80-saw gins, 75 H. P. electric motor, etc., cost \$7000; open building proposals Oct. 1; plans by Continental Gin Co., Birmingham, Ala.; purchased grist mill and 20 H. P. electric motor. (See Flour, Feed and Meal Mills.)

Okla., Ashland.—Ashland Gin Co., capital \$3000, incptd. by Andrew Schurmeur and H. H. Hall of Ashland and B. H. Markham of Kiowa, Okla.

Tex., Beaumont.—Geo. J. Feel, Box 166, may install Moss gin, baler and engine. (See Machinery Wanted—Gin; Baler; Engine.)

Tex., San Antonio.—Frio Gin Co., capital \$25,000, incptd. by T. C. Coleman, Ralph Eads and S. B. Sloan.

COTTONSEED-OIL MILLS

S. C., Carlisle.—Carlisle Cotton Oil Co., capital \$30,000, incptd.; J. E. Lipscomb, Pres.; M. C. Deaver, V.-P.; W. H. Gist, Secy.—Treas.

S. C., Spartanburg.—Caldwell & Co. incptd. with \$100,000 capital by Ralph Caldwell and others.

S. C., Newberry.—Farmers' Oil Mill Co. incptd. with \$30,000 capital by Alan Johnstone and John H. Walker.

Tex., El Paso.—El Paso Refining Co. will build cottonseed-oil mill; include manufacture of meal and other by-products; making various improvements, including cottonseed-oil mill costing \$80,000.

DRAINAGE SYSTEMS

Ark., Perry.—Cypress Drainage Dist. of Perry and Conway counties will construct ditches, etc., for drainage system; Commrs. of Dist., John S. Harris, Chrmn., receives bids until Aug. 28; Parkes Engineering Co., Engr., Citizens Bank Bldg., Pine Bluff, Ark. (See Machinery Wanted—Drainage System.)

Ky., Frankfort.—American Corporation Service Co., capital \$2500, incptd. by Edward O. Leigh, A. H. Foley and C. N. Hobson.

La., Abbeville.—Commrs. Coulee Kinney Drainage Dist., Antoine Frederick, Chrmn., asks bids, opened Sept. 11, to excavate 475,000 cu. yds.; W. B. Knox, Engr., Abbeville. (See Machinery Wanted—Drainage Canals.)

La., Lafayette.—Scott Subdrainage Dist. (embracing Coulee Isle Des Cannes watershed) voted \$47,500 bonds to construct drainage system; district contains 30,000 acres; L. L. Judice, Secy. Drainage Board.

Miss., Stewart.—Montgomery County Drainage Com., will survey for drainage district on Big Black river; Engr., Gus E. Hauser.

ELECTRIC PLANTS

Ga., Macon.—Home Electric Light & Power Co. increased capital from \$50,000 to \$100,000.

Okla., Duncan.—City votes August 21 on \$45,000 bonds to construct electric-light plant. Address The Mayor.

Okla., Erick.—City, J. H. Richardson, Clerk, voted \$2500 (not \$25,000) bonds for electric-light improvements; machinery purchased; install oil engines. (See Water-works.)

Okla., Miami.—O. K. Electric Co., capital \$5000, incptd. by L. M. Torbet and W. J. Smiley, both of Miami, and H. W. Harriman of Joplin, Mo.

Okla., Shamrock.—Shamrock Electric Co., capital \$10,000, incptd. by H. C. McMillion, A. C. Whittaker and W. L. Heaton.

Va., Newport News.—Newport News & Hampton Railway, Gas & Electric Co. increased capital from \$2,375,000 to \$4,000,000.

FERTILIZER FACTORIES

Fla., Pensacola.—Pensacola Fertilizer & Oil Co., capital \$250,000, incptd. by M. McGrath, L. Kallman and F. W. Miller, all of New York.

N. C., Navassa.—Morris Fertilizer Co. of Atlanta, Ga., (subsidiary to Morris & Co. of Chicago) will build fertilizer factory on Cape Fear River south of Navassa; timber construction; cover 8 acres; annual capacity 60,000 tons; construct dock on river for loading fertilizer; estimated expenditure \$500,000.

FLOUR, FEED AND MEAL MILLS

Ala., Georgiana.—Alabama Velvet Bean Mills organized; W. M. McGowin, Pres.; J. R. Bennett, Secy.; repair plant of McGowin-Bennett Mfg. Co.; repair chain drags and bucket elevators; install shuck corn shellers and wagon dumps. (Lately noted incptd., capital \$15,000.)

Miss., Water Valley.—Merchants Grocery Co., J. Leland Trusty, Pres., Water Valley, Miss., will install corn shellers, feed mills, etc.; See Miscellaneous Enterprises. (See Machinery Wanted—Grain Elevator Equipment.)

THE OFFICIAL PROPOSAL ADVERTISEMENTS

Appear This Week On Pages 84 and 85

Notices of bond sales, construction and improvement contracts to be let, equipment and supplies to be purchased, franchises offered, etc., inserted in this department bring bids from the most important bond buyers, investors, financial institutions, contractors, engineers, architects, manufacturers, and supply houses throughout the country.

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Send for booklet of testimonial letters from public officials who have used the PROPOSAL department of the Manufacturers Record, for bond sales, construction work, etc.

GAS AND OIL ENTERPRISES

Ala., Mobile.—Mobile-Shreveport Oil Co., capital \$100,000, incptd.; B. S. Edwards, Pres.; Sam Kelly, V.-P.; Ed K. Cogburn, Secy.—Treas.

Kentucky.—Majestic Oil Co., capital stock \$2,000,000, organized by H. M. Thatcher, Lewis D. Sampson, 609 Columbia Bldg., Louisville, Ky., Godfrey Hunter and others; develop 7000 acres land in McCreary, Whitley, Knox and Clay counties, in Wayne-McCreary proven districts; J. E. Mason & Co., agents, 20 Broad St., New York. (See Machinery Wanted—Well Drilling (Oil), etc.)

Ky., Covington.—Mason & Dixon Oil Co., capital \$250,000, incptd. by Robert J. Prentice, M. Herzstam, Jenkins W. Jones and others.

Ky., Lexington.—Cherokee Oil Co. of Kentucky, capital \$100,000, incptd. by J. T. Hervey, John Hardin and Chester D. Adams.

Ky., Lexington.—Hoffman Oil Co., capital \$100,000, incptd. by C. S. Woods and P. A. Watson of Lexington and Ronald C. Oldham of Winchester, Ky.

Ky., Louisville.—Dobbs Farm Oil Co., 609 Columbia Bldg., capital \$10,000, incptd. by Lewis D. Sampson and Helen C. Sampson of Louisville, and Flora E. Smith of Barbourville, Ky. (See Machinery Wanted—Well Drilling (Oil), etc.)

Mo., Kansas City.—Oil Refinery.—Adams Oil Association, 628 New York Life Bldg., will build oil refinery; purchased site for \$12,000.

Okla., Ardmore.—Oil Refinery.—Cameron Refining Co., capital \$1,000,000, incptd. by

John M. Cameron, P. C. Dings, each of Ardmore, and Ossian Cameron of Chicago.

Okla., Ardmore.—Ardmore-Kentucky Oil Co., capital \$30,000, incptd. by Edward E. Ertel, Murray T. Courson and E. J. Headen.

Okla., Blackwell.—Oil Refinery, etc.—Swain Oil, Gas & Refining Co., lately noted incptd., capital \$100,000, by O. M. Swain (Pres., National Union Oil & Gas Co. of Blackwell) and others will build oil refinery. (See Machinery Wanted—Oil Refinery Equipment, etc.)

Okla., Claremore.—Oil Refinery.—G. L. Huff of Oklahoma City (representing oil refining company) submitted proposition to establish oil refinery with initial daily capacity 100 bbls.

Okla., Enid.—J. H. Oil & Gas Co., capital \$100,000, incptd. by G. O. Hall of Enid, W. F. Hopper of Covington, Okla., and J. H. Holdeman of Hutchinson, Kan.

Okla., Enid.—Oil Refinery.—Oil State Refining Co. organized with \$250,000 capital; Jno. S. Graham, Pres.; C. O. Jaggars, V.-P.; E. B. Wallace, Secy.; all of Chickasha, Okla.; build oil refinery.

Okla., Muskogee.—Gasoline.—Le Roy Gasoline Co., capital \$200,000, incptd. by Geo. W. Sterling, E. W. Smart, Jr., and Villari Martin.

Okla., Muskogee.—Brown-Nae Oil & Gas Co., capital \$10,000, incptd. by Clay Brown and J. W. Brown, both of Muskogee, and J. W. McCullah of Okmulgee, Okla.

Okla., Oklahoma City.—Kotchstein Oil & Gas Co., capital \$100,000, incptd. by L. E. Nail, C. A. Showalter and John J. Cronin.

Okla., Oklahoma City.—Homco Oil Co., capital \$100,000, incptd. by J. M. Bass, S. B. Berry and Joseph Huckins, Jr.

Okla., Oklahoma City.—White Point Oil Co., capital \$25,000, incptd. by R. D. Doty, R. M. Chase and J. A. Utterback.

Okla., Ryan.—Elenor Boddy Oil & Gas Co., capital \$50,000, incptd. by Clabe Burnett of Ryan, L. D. Major of Chickasha, Okla., and E. H. Breedlove of Wichita Falls, Tex.

Okla., Tulsa.—Theodora Oil & Gas Co., capital \$10,000, incptd. by T. H. Steffens and R. R. Trimble of Tulsa, and W. I. Jones of St. Louis, Mo.

Okla., Tulsa.—Gasoline.—Chieftain Gasoline Co., capital \$250,000, incptd. by R. O. Murphy of Tulsa, H. D. Hildebrand and J. P. Gangwisch of Pittsburgh, Pa.

Okla., Waurika.—Homer Oil & Gas Co., capital \$5000, incptd. by W. S. Huddle and Alice Huddle of Waurika, and Claudia Rowland of Healdton, Okla.

Okla., Woodward.—Golden State Oil Co., capital \$10,000, incptd. by J. C. Verser, Chas. Nelson, O. W. Cox and Jas. McCue.

Tenn., Martin.—A. B. White Oil & Gas Co. chartered with \$50,000 capital by A. B. White, A. Stafford, G. B. Bentley, J. C. Ezell and others.

Tex., Wichita Falls.—Herndon-Anchor Oil & Gas Co., capital \$100,000, incptd. by S. R. Herndon and W. F. Anchor of Wichita Falls, Lee Crenshaw of Belcherville, Tex., and others.

Va., Newport News.—Gas Plant.—Newport News & Hampton Railway, Gas & Electric Co. increased capital from \$2,375,000 to \$4,000,000.

Va., Richmond.—Glenrock Oil Co. chartered with \$1,000,000 capital; Thos. B. Gay, Pres.; H. H. Chalkley, V.-P.; F. S. Crosby, Secy.; W. P. Meeks, Jr., Treas.

ICE AND COLD-STORAGE PLANTS

La., Winnsboro.—A. D. Meyer may install ice plant. (See Machinery Wanted—Ice Plant.)

S. C., Beaufort.—The Ice Co., capital \$6000, incptd. by C. G. Luther and F. H. Christensen; locate on Paris Island.

Tenn., Chattanooga.—Morris & Co. Union Stock Yards, Chicago, will install refrigerator plant, to include ice machinery, beef cooler, smoked-meats cooler, lard refrigerators, etc.; let contract Stewart & Johnson of Chattanooga.

IRON AND STEEL PLANTS

Ala., Sheffield.—Iron Furnace, etc.—Sheffield Iron Corp. chartered with \$75,500 capital by Jas. Gayley, Jas. R. Floyd and Howard K. Wood, all of 71 Broadway, New York; part of reorganization plant of Sheffield Coal & Iron Co., Jas. Gayley, Pres.; now rebuilding Sheffield furnace, improving Jasper coke ovens, adding to mining plants, etc.; W. L. Klutz, Gen. Mgr., Sheffield. (In July Sheffield Coal & Iron Co.

announced refinancing plans completed, to rehabilitate furnace and mines, etc.)

Va., Graham—Iron Furnace.—John R. Guernsey & Co., Roanoke, Va., purchased Graham Furnace; will remodel and operate; daily capacity 150 tons.

IRRIGATION SYSTEMS

La., Opelousas.—Union Irrigation Co., J. W. Billingsley, Mgr., New Orleans, plans rehabilitation of irrigation system; has 12-mi. canal 300 ft. wide, laterals, etc., for irrigating 750 acres rice land; possibly arrange for rice mills.

Tex., El Campo.—Wharton County Irrigation Co., R. H. Hancock, El Campo, interested, advises Manufacturers Record: Purchased plant formerly of Kincheloe Irrigation Co.; will rehabilitate for the present; contemplates purchase of additional pumps and extension of canals in spring 1918; Kincheloe Co. investment in machinery, canals, etc., amounted to \$250,000. (Lately noted inceptd., capital \$100,000, by R. H. Hancock, El Campo; J. W. Jolly and J. L. Henry, Houston, Tex.)

Tex., La Feria.—La Feria Water Improvement Dist. No. 3, Cameron County, is municipal corporation organized to supply water for irrigating 25,000 acres; will take over present canal system (at cost of \$90,000) representing initial investment of over \$300,000; expend \$410,000 to purchase new pumping plant with capacity 110,000 gals. water per minute, install reservoirs, laterals, canals, etc.; voted \$500,000 bonds. Address Geo. H. Byrnes, Receiver, La Feria Mutual Canal Co. (Lately noted issuing \$500,000 bonds.)

LAND DEVELOPMENTS

Ala., Albany.—Tennessee Valley Co., capital \$25,000, inceptd. by Clyde Hendrix, D. F. Green, W. W. Fussell and J. R. Daniell.

Ala., Montgomery.—West Montgomery Farm Corp., chartered; capital \$100,000; A. L. Osborne, Pres.; R. L. Osborne, V.-P. and Mgr.; S. H. Thompson, Secy.-Treas.; J. T. Henderson, Knoxville, Director; mainly to purchase and operate 1133 acres, 8 mi. from Montgomery, as stock and grain farm; probably also trucking, view to supplying demand location of Government cantonment, Montgomery; may also purchase and develop other lands.

Fla., Monticello.—Seneca Orchards, capital \$50,000, inceptd.; Clarence C. DeJong, Pres.; Walter B. Arnold, Secy.-Treas.

Ga., Cedartown.—Porter Bros. Farm Corp., capital \$100,000, chartered by C. R. Porter, J. C. Porter and M. L. Williams.

Ky., Beattyville.—Pinnacle Land Co., capital \$10,000, inceptd. by H. D. Parrish, Irvine M. Hume and W. E. Luxon.

La., Loranger.—Loranger Community chartered with \$250,000 capital by U. R. Loranger, Everett Spraker, Jos. M. Blache and others.

S. C., Charleston.—Liberty Truck and Stock Farm inceptd. by A. L. King and M. R. Rivers.

Tenn., Bristol.—West Montgomery Farm Corp., A. L. Osborne, Pres., lately noted chartered, capital \$100,000, will operate stock and grain farm in Alabama. (See Ala., Montgomery.)

Va., Monterey.—Bolar Springs Property inceptd. with A. H. Huyler, Pres., 21 Madison Lane, New York; Jos. S. Gibson, V.-P.; Monterey; R. R. Kyle, Secy.-Treas., Staunton, Va.; will develop mineral properties of Bolar Springs and establish resort; improvements to include garages, hotel, etc.

Va., Norfolk.—Groveland Park, capital \$40,000, inceptd.; E. S. Romer, Pres.; C. E. Townsend, Secy.

Va., Norfolk.—Groveland Park, capital \$40,000, inceptd.; E. S. Romer, Pres.; C. H. Snapp, V.-P.; C. E. Townsend, Secy.-Treas.

LUMBER MANUFACTURING

Ala., Demopolis.—John C. Webb & Son will build planing mill.

Ark., Hamburg.—Hamburg Lumber Co., capital \$25,000, inceptd.; Edward W. Gates, Pres.; Adam Trischmann, V.-P. and Treas.; John Kittrell, Secy.

Ark., Heber Springs.—Cleburne County Lumber Co. will probably rebuild plant reported burned at loss of \$6000.

Ark., Tillar.—Barnett Lumber Co. will rebuild burned plant.

La., Lake Bruin.—Pritchard.—Wheeler Lumber Co., Wisner and New Orleans, La., will build mill.

Tenn., Jackson.—Futrell-Stacey Lumber

Co., capital \$10,000, inceptd. by E. P. Futrell, I. B. Stacey, T. J. Soragins and others.

Tex., Beaumont.—Colfax Hardwood Lumber Co., A. S. Sherrill, Pres., Colfax, La., advises Manufacturers Record: Purchased 225,000,000 ft. hardwood timber in Sabine River valley; install double bandmill; 75,000 ft. daily capacity; equip one side to cut long timbers for boat building and similar work; plans are being prepared by Architectural Dept. of Russell Lumber Co., Paducah, Ky.; will comprise requirements for small town, including hotel building, 2, 3, 4 and 5-room cottages, commissary buildings, churches and schoolhouses.

Va., South Hill.—Lorene Mill Co. (M. M. Corner, owner) will rebuild plant; erect 3 buildings; 40x60-ft. brick, cost \$1000; 40x80-ft. and 20x30-ft. I. C. buildings, cost \$500 and \$300, respectively; construction by M. M. Corner. (Warehouses lately noted burned.)

W. Va., Charleston.—Coal Fork Lumber Co., capital \$75,000, inceptd. by J. A. Holley, Sam Stephenson, Forsythe Stephenson and others.

W. Va., Huntington.—Lorraine Lumber Co., capital \$10,000, inceptd. by M. P. Wiswell, L. J. Coberly, F. L. Doolittle and others.

METAL-WORKING PLANTS

Ky., Louisville.—Galvanized Iron Utensils.—Riddell Manufacturing Co., capital \$2500, inceptd. by W. O. Riddell, William Auff and H. J. Thornton.

Ky., Louisville.—Metal Boxes, etc.—Riddell Mfg. Co., capital \$2500, inceptd. by W. V. Riddell, W. M. Acuff and H. J. Thornton.

N. C., Lingo City.—Cans, etc.—Safety Sales Co., 1401 Lexington Street Bldg., Baltimore, Md., will establish metal stamping and can factory; daily capacity 72,000 cans.

MINING

Ark., Harrison.—Lead and Zinc.—Big Jack Mining Co., capital \$150,000, inceptd.; Dave Hart, Pres.; A. R. Steiner, V.-P.; J. T. Venable, Secy.-Treas.

Ark., Newton County.—Ike Killgore of Yellville, Ark., is reported to build lead mill; purchased machinery.

Ga., Augusta.—Richmond County Comms. purchased gravel pit on Old Savannah Rd. and will mine gravel for road building.

Ga., Estelle.—Iron.—Chattanooga Coal & Iron Co., Chattanooga, Tenn., purchased and will develop 640 acres iron ore land.

Mo., Joplin.—Lead.—Ontario Smelting Co., lately noted organized, will build lead smelter near Quapaw, Okla. (See Okla., Quapaw.)

Okla., Century.—Lead and Zinc.—Skelton Lead & Zinc Co., Okmulgee, Okla., organized with L. D. Skelton, Pres.; F. Childress, Mgr.; L. S. Skelton, Treas., Okmulgee, Okla.; develop 600 acres; daily output 100 tons lead and zinc. (L. S. Skelton lately noted to build concentrating plant and as having purchased lead and zinc mines.)

Okla., Miami.—Horseshoe Mining Co., capital \$25,000, inceptd. by J. P. Burnett, A. M. Coater and S. J. Blair.

Okla., Miami.—Turner-Lynch Mining & Royalty Co., capital \$50,000, inceptd. by J. G. Austin of Miami, C. L. Turner and Fred H. Lynch of Joplin, Mo.

Okla., Miami.—Lead and Zinc.—Kan-Oka Lead & Zinc Mining Co. chartered with \$10,000 capital by F. R. Green, R. R. Thompson and A. C. Towne.

Okla., Miami.—Doris Mining Co., capital \$100,000, inceptd. by John T. Whaley of Miami; Maud E. Brinson, Holdenville, Okla., and Jas. E. Gresham, Wewoka, Okla.

Okla., Miami.—Homestake Mining Co., capital \$60,000, inceptd. by T. P. Turner, M. C. Hays and R. M. Scott.

Okla., Miami.—Alfalfa Mining Co., capital \$5000, inceptd. by F. E. Welker and S. H. Colwick of Miami, and F. W. Mason of Coltry, Okla.

Okla., Oklahoma City.—Lead and Zinc.—Golden State Lead & Zinc Co., capital \$300,000, inceptd. by J. B. Helton, R. D. Sheldon and D. W. Crawford.

Okla., Picher.—Nangua Mining Co. will build 250-ton concentrating plant.

Okla., Quapaw.—Marshfield Quapaw Mining Co., capital \$99,000, inceptd. by J. T. Newport of Fairland, Okla., J. A. McKeel of Marshfield, Mo., and J. A. Yeary of Conway, Mo.

Okla., Quapaw.—Lead Smelter.—Ontario Mining Co., C. V. Jones, Pres.-Treas., Joplin, Mo., advises Manufacturers Record: Not developing mining proposition; will build

lead smelter, capacity 500 tons lead ore weekly; plant to consist of 4 furnaces, and probably a blast furnace, and cost \$150,000. (Under Mo., Joplin, lately noted organized, capital \$250,000.)

Okla., Shawnee.—Golden Eagle Mining Co. increased capital from \$60,000 to \$150,000.

Okla., St. Louis, R. D. from Asher.—Billiken Mining Co. will build 350-ton concentrating plant.

Tex., Houston—Sulphur.—Swift Sulphur & Oil Co. chartered with \$250,000 capital by O. A. Swift and G. W. Norrell of Houston, W. R. Dunlap of Beaumont, Tex., and Knich Hillier of Rosenberg, Tex.; develop sulphur land in Brazoria and Fort Bend counties.

Va., Saltpetre Cave—Marble, Onyx, etc.—Virginia Marble & Onyx Co. organized with \$50,000 capital; Jas. A. Young, Pres. and Gen. Mgr., Huntington, W. Va.; acquired Marble Products Co.; 207 acres; develop marble, onyx and granite; install new machinery.

MISCELLANEOUS CONSTRUCTION

Ala., Mobile.—Bulkhead, Wharves, etc.—City, Harry Pilana, Mayor, has plans for Arlington project; expenditure, \$503,470; estimates as follows: 7500 ft. apron wharf, \$232,500; 8300 ft. retainer bulkhead, \$33,200; 2,000,000 cu. yds. dredging, \$120,000; 6 mi. railroad tracking, \$12,000 per mi., \$72,000; 10 per cent. engineering account, \$45,770; municipal pier will extend 3300 ft. on north side from shore line; north side of pier will be 5800 ft. from shore line; wharf line 1400 ft. running north, to be 2500 ft. distant from shore; this plan will permit system to be enlarged; dredged channel will extend north of pier and will be 400 ft. wide and have 1400 ft. turning basin; stormproof. (Lately noted voting \$600,000 bonds.)

Ala., Mobile.—Coal Dock.—Louisville & Nashville R. R., Thos. B. Turner, Asst. Supt. of New Orleans-Mobile Division, will build \$100,000 coal dock on Mobile River; creosoted timber construction for piling; mechanical equipment to include elevators and conveyors driven by electric power. (Previously noted to build this dock; construction delayed.)

Fla., Tampa Bay—Wharf.—Treasury Dept., Supervising Architect's Office, Washington, D. C., receives bids until Sept. 17 to construct 2 additional dolphins and install 32 spring buffers at Quarantine Station wharf; specifications, etc., at office of architect and of custodian at Tampa Bay. (See Machinery Wanted—Buffers.)

La., New Orleans—Levee.—Orleans Levee Dist. Comms., Wm. McL. Fayssoux, Pres., Suite 301, New Court House Bldg., ask bids until Sept. 4 to construct following in 5th Dist., West bank Mississippi River: Lower Beka New Levee; about 7700 lin. ft. length, 165,000 cu. yds. earthwork, removal and re-setting 7700 lin. ft. wooden revetment. (See Machinery Wanted—Levee Construction.)

Miss., Clarksdale—Levee.—Mississippi Dist. Levee Board plans to construct 25 mi. of levee between Brunswick and Vicksburg, providing protection for about 300,000 acres of swamp lands.

N. C., Hendersonville.—Dam.—Osceola Lake Co., W. H. Bangs, Engr., will rebuild dam by own force; cost \$5000. (Lately noted.)

Tenn., Memphis.—River Terminals.—City voted \$500,000 bonds to construct river terminals. Address City Comms.

Va., Richmond.—Heating Plant.—Richmond Terminal Railway Co. will erect heating plant; cost \$13,000.

MISCELLANEOUS ENTERPRISES

Ala., Birmingham.—Laundry.—Perfect Laundry Co., capital \$20,000, inceptd.; Dan A. Hogan, Pres.-Treas.; Mayo Holloway, Secy.-Mgr.

Ala., Birmingham.—Transfer.—McClellan Transfer Co. inceptd. with \$20,000 capital; O. W. Bragan, Pres.; J. L. Fletcher, Jr., Secy.; E. E. May, Treas.

Ark., Gravette.—Evaporator.—Jesse McFarlin of Rogers, Ark., will build apple evaporator.

Fla., Miami.—Engineering.—Duval & Co., capital \$50,000, inceptd.; Hugh F. Duval, Pres.; Lella M. Duval, V.-P.; A. F. Given, Secy.-Treas.

Fla., Panama City.—Fishery.—St. Andrews Bay Fish & Produce Co., capital \$15,000, incorporated; G. B. Jones, Pres.; W. N. Swain, V.-P.; S. A. Ogburn, Secy.-Treas.

Ga., Hooker.—Crushed Limestone.—Hooker Crushed Stone Co. organized by L. W. Frieson of Nashville, Tenn., and P. O. Sorreson of New Orleans, La.; purchased Hooker

Limestone Co. with \$50,000 plant; invest \$10,000 for improvements.

Ky., Paintsville.—Hardware.—Big Sandy Hardware Co., capital \$30,000, inceptd. by C. C. Preston, G. H. Preston and J. Kurella.

La., Oberlin.—Potato Drying.—Oberlin Potato Curing Co., A. Underwood, Pres.-Mgr., will erect warehouse and plant 24x183 ft., ordinary construction, cost \$2500; Jas. McKinley, Oberlin, Contr.; plans by T. H. Holloway, Baton Rouge, La.; install heating and ventilating apparatus, cost \$500; product, kiln-dried potatoes. Lately noted inceptd., capital \$5000. (See Machinery Wanted—Dryer.)

Miss., Tupelo.—Corn Elevator.—W. T. Reeves, W. A. Blair, C. M. Moore and others will build corn elevator.

Miss., Water Valley.—Grain Elevator.—Merchants Grocery Co., J. Leland Trusty, Pres., advises Manufacturers Record: Will establish small grain elevator; install corn shellers, feed mills, etc. See Flour, Feed and Meal Mills. (See Machinery Wanted—Grain Elevator Equipment.)

Mo., St. Louis.—Publishing.—The Salesman Publishing Co., 3023 Olive St., organized; Karl L. Schnell, Pres.; Geo. J. Rohmser, V.-P.; L. T. Madden, Secy.; Frank A. Roth, Mgr.; install printing machinery. (Lately noted inceptd., capital \$30,000.)

N. C., Morehead City.—Fisheries.—Newport Fisheries Co., capital \$25,000, inceptd. by M. S. Lee, J. W. Oglesby and J. C. Long.

S. C., Charleston.—Seed.—W. H. Mixson Seed Co., capital \$40,000, inceptd.; W. H. Mixson, Pres.-Treas.; L. Harry Mixson, V.-P.; Ashley St. J. Mixon, Secy.

Tenn., Memphis.—Printing.—Cooke Printing Co., capital \$5000, inceptd. by W. A. Cooke, D. C. Gaut, P. Henry Corbett and others.

Tenn., Memphis.—River Transportation.—Liberty Transportation Co. chartered with \$1,000,000 capitalization by W. H. Russe, R. L. Jordan, R. E. Dickinson, R. H. Darnell and others; plans to operate barges and other boats on Mississippi River, etc.; Congress has been petitioned to improve 3000 ft. of Nonconah River where it empties into Mississippi in order to assist this company's plan.

Tex., Hamlin.—Grain Elevator.—Hamlin Mill & Elevator Co., capital \$12,000, inceptd. by J. Van Steeneyk, W. O. Beall and W. E. Hunter.

Va., Harrisonburg.—Grain and Flour.—Virginia Hay & Grain Co. organized; F. L. Sublett, Pres.; J. E. Lowenbach, Secy.-Mgr.; wholesale and retail grain and flour. (Lately noted chartered, capital \$30,000.)

Va., Petersburg.—Grain Elevator.—Consolidated Grain Co., capital \$100,000, inceptd.; I. V. Parham, Pres.; A. W. Gray, Secy.

Va., Richmond.—Laundry.—T. & E. Laundry Co. will repair laundry building; cost \$474.

Va., Richmond.—Abattoir.—Kings & Co. let contract to John T. Wilson & Co., Richmond, to erect fireproof building; plans by Carnel & Johnston, Richmond. (Lately noted to erect \$80,000 abattoir on Hermitage Rd.)

Va., Saltville.—Contracting.—Rhoades, Waugh & Co., capital \$50,000, inceptd.; L. A. Rhoades, Pres.; Raccoon Ford, Va.; M. R. Waugh, Secy., Saltville.

W. Va., Kenova.—Construction.—Pitt Construction Co., capital \$10,000, inceptd. by Harvey R. Worthington, Thos. Watson, R. V. Schreffler and others, all of Pittsburgh, Pa.

MISCELLANEOUS FACTORIES

Ala., Montgomery.—Creamery.—Capital City Creamery inceptd. with \$5000 capital by L. C. Young, D. R. McCurdy, K. I. West and others.

Ark., Fort Smith.—Window Glass.—Model Window Glass Co., capital \$75,000, inceptd.; Lewis Maxwell, Pres.; C. P. Zenor, V.-P.; B. B. Langfitt, Secy.-Treas.

Ark., Harrison.—Headlights.—"Turn Right" Headlight Co., capital \$100,000, incorporated to manufacture dirigible headlights for motor vehicles; Geo. Henkle, Pres.; A. R. Baker, V.-P.; Oscar W. Hudgins, Secy.; J. C. Medley, Treas. and Gen. Mgr.

Fla., Jacksonville.—Cigars.—Florida Cigar Making Co., capital \$10,000, inceptd.; Geo. L. Massey, Pres.; C. J. Taylor, V.-P.; J. M. Turner, Secy.-Treas.

Ga., Atlanta.—Butcher Supplies.—Shannen Refrigerator & Butcher Supply Co. will erect factory; 1 story; brick; 76x400 ft.; cost \$3000.

Ga., Atlanta.—Soda.—Paragon Soda Co. incorporated with \$10,000 capital by W. F. Catling, M. E. Catling and E. C. Williams.

Ky., Frankfort—Fiber Chairs.—Fibercraft Chair Co., capital \$10,000, incptd. by Ell H. Brown, Jr., Charles Irion and A. H. Foley.

Ky., Horse Cave—Tobacco.—Burley Tobacco Co., John Fisher, Mgr., will construct tobacco-prizing house and install equipment. (See Machinery Wanted—Building Materials; Scales; Press.)

Ky., Maysville—Creamery and Ice Cream.—Maysville Co-operative Creamery Co. (lately noted incptd.) organized; J. Elgin Anderson, Dover, Ky., Pres.; H. W. Cole, V.-P.; H. L. Walsh, Secy.; A. D. Cole, Mgr.; erect 36x71-ft. fireproof (probably concrete construction) building; install machinery with daily capacity 600 lbs. butter and 300 gals. ice cream. (See Machinery Wanted—Creamery Equipment; Ice Cream Machinery.)

La., New Orleans—Dyes.—Toledano A. Wallor of Wallor Chemical Works, 1010 Camp St., contemplates establishing plant to manufacture dyes.

Miss., Clarksdale—Bottling.—Coca-Cola Bottling Co., W. C. Kirkpatrick, Local Mgr., will erect 2-story brick building.

Mo., St. Louis—Hats.—International Harvest Hat Co., capital \$10,000, incptd. by Harry J. Talbot, Alex. E. Rosenthal and John C. Talbot.

N. C., Hickory—Creamery.—Catawba Creamery increased capital from \$12,000 to \$24,000.

N. C., Morganton—Bottling.—Burke Bottling Co., capital \$10,000, incptd. by S. P. Kirksey of Morganton, D. H. Hill of Salisbury, N. C., and others.

N. C., Wilmington—Pulp and Paper.—Old North State Pulp & Paper Co., 503 Merchison Bank Bldg., has 50-acre site on Smith's Creek, several mi. from Wilmington; plans to build \$1,000,000 plant to manufacture kraft paper by soda process; first build pulp mill, then paper mill with daily capacity 50 tons; machinery to include electric drive; generate electricity for light and power.

Okla., Duncan—Brooms.—Duncan Broom Mfg. Co. organized; capital \$30,000; L. A. Morton, Pres.; J. H. Ledbetter, Secy.; J. M. Browning, Treas.; erect fireproof building; install machinery with daily capacity 200 dozen brooms.

Okla., Shawnee—Money Changer.—Faultless Money Changer Co., capital \$100,000, incptd. by C. C. Nash, W. E. Moore and W. H. Ramsey.

Okla., Wapanucka—Dyes, etc.—James E. Dale Mfg. Co. incptd. with \$100,000 capital by Jas. E. Dale of Rahway, N. J.; R. H. Robinson, J. B. Wyrick, H. E. Brouillard, Wm. O. Salmon and R. E. Wade of Wapanucka; establish plant for manufacturing dyes and tanning extracts from bois d'arc wood; purchased machinery.

S. C., Spartanburg—Bakery.—Dixie Baking Co. organized; C. D. Fretwell, Pres.; W. H. Attaway, V.-P. and Treas.; Geo. D. Baird, Secy.

S. C., Spartanburg—Bakery.—Dixie Baking Co., S. Liberty St., organized; C. B. Fretwell, Pres.-Mgr.; W. H. Attaway, V.-P. and Secy.; has equipment for manufacturing; daily capacity 5000 to 10,000 pies. (Lately noted incptd., capital \$10,000.)

Tenn., Chattanooga—Cleanser.—Hancock Cleanser Co., capital \$50,000, incptd. by G. D. Enright, E. S. Brown, Price Erwin and others.

Tex., Dallas—Wheels and Bodies.—Loomis Wheel & Body Works Co., capital \$7500, incptd. by A. M. Loomis, E. M. Powell and Walter G. Miller.

Tex., Houston—Bags.—Houston Bag & Bagging Co. incptd. with \$25,000 capital by O. M. Lipper, F. J. Grunenthal, B. M. Vaughn and Geo. Lipper.

Tex., Tyler—Peanuts.—Woldut Grocery Co. will build peanut factory; cost \$250,000.

Va., Gilmore's Mills—Brooms.—D. W. Tyree contemplates installation of broom machinery. (See Machinery Wanted—Broom Machinery.)

Va., Norfolk—Films.—U. S. Ad Film Corp., capital \$50,000, chartered; Paul T. Collins, Pres.; Otto B. McLean, Secy.-Treas.

Va., Roanoke—Cigars.—Nelson Barney Cigar Co., capital \$5000, incptd.; T. J. Nelson, Pres.; C. S. Wile, Secy.-Treas.

Va., South Hill—Tobacco.—Roberts Tobacco Co., T. E. Roberts, Pres.; Judd A. Robertson, Secy., and W. R. Holden, V.-P., will rebuild plant; erect 80x180-ft. near-fireproof building; install tobacco-drying machinery, engine, boiler, pumps, etc.; daily capacity 20,000 lbs. redried leaf tobacco. Lately noted burned. (See Machinery Wanted—Tobacco Machinery.)

W. Va., Huntington—Beverages.—Huntington Beverage Co., capital \$300,000, incptd. by O. J. Deegan, O. C. Huffman, E. I. Hofmeir and others.

MOTOR CARS, GARAGES, TIRES, ETC.

Ala., Mobile—Automobiles.—Robinson Motor Co., capital \$4000, incptd.; M. Groom, Pres.; J. A. Robinson, V.-P.; W. H. Demeranville, Secy.; J. C. O'Glynn, Treas.

Fla., Jacksonville—Automobiles.—Seminole Motor Co., capital \$25,000, incptd.; Gustav Muller, Pres.; Fred Auerbach, V.-P.; Harry J. Lee, Secy.; Fred Auerbach, Treas.

Ga., Atlanta—Garage.—E. H. Odom Bros. Co., 41 Ivy St., will occupy as garage and repair shop, building to be erected by Mrs. J. M. High of J. M. High Co.; structure will be 2 stories and basement; 90x100 ft.; 27,000 sq. ft. floor space; electric freight elevator; fire extinguishers; R. S. Pringle, Archt., prepared plans and is supervising construction; C. E. Bowen, Contr.

Ga., Augusta—Garage.—E. J. Lyon has plans by G. Lloyd Preacher of Augusta for garage; 2 stories; 60x135 ft.; cement floor in storage department; front of pressed brick.

Ga., Lincolnton—Garage.—D. T. Clary plans to erect brick building to replace structure occupied by the Clary garage. G. H. Murray and others.

La., Lake Charles—Automobiles.—Huber Motor Co. organized; T. L. Huber, Pres., New Orleans; J. Herman McMahon, V.-P., De Ridder, La.; Jas. J. A. Foster, Secy.-Treas., New Orleans.

Okla., Clinton—Automobiles.—Clinton Overland Co. chartered with \$5000 capital by F. G. Newkirk and others.

Okla., Oklahoma City—Garage.—Heckethorn-Bradley Motor Sales Co. incptd. with \$5000 capital by F. E. Heckethorn and Edw. Howell of Shawnee, Okla., and C. M. Bradley of Oklahoma City.

S. C., Charleston—Garage.—Piedmont Auto Co. incptd. with \$5000 capital by W. J. Turbeville, M. J. Morris and others.

S. C., Spartanburg—Garage.—Elwood F. Bell will erect garage; 4 stories; reinforced concrete with brick facing; plate-glass windows for lower floor; repair shop; electric elevator; size 31x37 ft.

Tenn., Knoxville—Automobiles.—Pace Motor Co., capital \$10,000, incptd. by Ben A. Morton, E. C. Mahan and Len G. Broughton, Jr.

Tenn., Memphis—Automobiles.—McCardell Motors Co., sales agents, national automobile distributors, 267 Madison Ave., organized with Geo. C. McCardell, Pres.-Mgr.; A. S. Lewis, V.-P. and Secy., both of Memphis; rented building; has subagency for Arkansas, Mississippi, Tennessee. (Lately noted incptd., capital \$25,000.)

Tex., Cameron—Garage.—L. H. Krough will rebuild garage; erect 60x110-ft. fireproof building; cost \$6000; install air compressors, motor generator set, drill press, emery wheel, etc.; repair automobiles, etc.

Tex., Coleman—Garage.—Martin Reo Sales Co. will erect garage; cost \$5000 to \$7000; fireproof, 60x120-ft. building; plans by J. P. Caldwell, Coleman; date of opening building proposals not set; install garage equipment, probable cost \$3500; B. Martin, Secy.-Mgr. (See Machinery Wanted—Building Material; Garage Equipment.)

Tex., Nacogdoches—Garage.—Blount & Baker let contract to John Thompson, Nacogdoches, to erect 75x100-ft. 2-story brick garage; plans by D. Rulfs, Nacogdoches. (Lately noted.)

Tex., Port Arthur—Garage.—T. E. Linn will erect garage; 100x140 ft.; 2 stories; driveway to second floor; cost \$22,000.

Tex., Port Arthur—Garage.—Port Arthur Auto Sales Co. (E. P. Baker and others) let contract F. H. Drunagel of Port Arthur to erect garage; 2 stories; brick; elevator; cost \$16,000; succeeds Texas Motor Car Co. (Lately noted incptd. with \$20,000 capital.)

Tex., San Antonio—Automobiles.—Texas Auto Supply Co., capital \$12,000, incptd. by F. A. Hall, F. A. Haacker and J. F. Carl.

Va., Roanoke—Fire Department Equipment.—City voted \$35,000 bonds, to which will be added \$30,000, to replace fire department engines, etc., with motor-driven equipment. Address Supt. City Fire Dept.

W. Va., Clarksburg—Automobiles.—Ransome Motor Car Co., capital \$10,000, incptd. by J. F. Ransome, B. R. Ransome, H. E. Cork and A. J. Speir.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ala., Birmingham—Birmingham Southern R. R., J. B. McIntyre, Ch. Engr., Fairfield, Ala., is reported to build larger shops.

Ala., Mobile—Gulf, Mobile & Northern Ry., W. F. Owen, Pres., referring to \$1,000,000 expenditure lately announced, states: Plans include following: 3 new piers and series of warehouses; pier 2 to be broadened; 2 warehouses, each 60x80 ft., capacity 4800 sq. ft. each floor space; vessels may dock on either side of pier, double railroad tracks; north side slip will accommodate 3 large steamers and 5 smaller ones; pier 3 to have 4 warehouses, 80x600 sq. ft., total 19,200 sq. ft. floor space; at end of pier will be uncovered dock space to accommodate 2,000,000 ft. sawn lumber; pier 4 to have lumber deck, 2400 ft. berthing space, capacity 5,000,000 ft. lumber; near end of pier on main line, warehouses, one 6 stories, 100x225 sq. ft., total 135,000 sq. ft. floor space, and another 4 stories, 100x300 ft., total 120,000 ft. floor space; warehouses fitted with all modern equipment; railroad tracks connect all piers with yards; complete within year. (Lately noted.)

Tex., Midland—Midland & Northwestern Ry. Co. let contract to C. A. Stark, Pecos St., junction of T. & P. Ry., Midland, to erect 40x90-ft. roundhouse; wood frame; composition roof. (See Machinery Wanted—Heating Plants.)

ROAD AND STREET WORK

Ala., Andalusia—Covington County rejected bids received until Aug. 13 to grade, drain and surface with sand clay 4% mi. road; may construct by county force; J. M. Garrett, County Judge. (Bids lately noted.)

Ala., Carrollton—Pikens County is having surveys made for 70 mi. grading, sand-clay, local gravel and bridges; Engr., Gus E. Hauser, Columbus National Bank Bldg., Columbus, Miss., let contract in Sept. (See Machinery Wanted—Road Construction.)

Ala., Decatur—City let contract Southern Bitulithic Co. of Nashville, Tenn., at \$5000 to resurface Bank, Vine, Church and La Fayette Sts. (Lately noted.)

Ark., Ashdown—Little River County Commissioners have plans by State Highway Com. of Little Rock for sand-clay road from Ashdown to Walnut Bayou, via Richmond; length 11 mi.; width 12 ft.; cost \$26,011.

Ark., Augusta—Woodruff County, Cotton Plant Road Improvement Dist. No. 1, let contract R. Mobley of Argenta, Ark., at \$79,250 to construct 9 mi. asphaltic macadam highway from Cotton Plant to Prairie County line, 5½ mi.; 50,000 cu. yds. grading; 110 ft. 18-in. and 72 ft. 24-in. pipe culvert; 364 cu. yds. concrete bridges, culverts and head walls, etc.; E. E. Washburn, Engr., Cotton Plant. (Lately noted inviting bids.)

Fla., Key West—Monroe County voted \$100,000 bonds to construct roads on Key Largo, Big Pine Key and Stock Island. Address County Commrs.

Fla., Lake City—Columbia County Commissioners ordered election for Sept. 25 to vote on \$500,000 bonds to construct hard-surfaced roads; \$400,000 will be expended to pave 2 principal roads with vitrified brick and \$100,000 for hard-surfacing other roads; J. L. Markham, Clerk.

Fla., Lake Worth.—City issued \$80,000 bonds to improve 33 blocks or about 2 mi. of streets. Address The Mayor.

Fla., Miami—J. H. Meyer Co., Hippodrome Bldg., let contract Rogers, Lassiter & Filer of Miami to pave streets in Braddock Subdivision No. 4; 5260 running ft. of street work.

Fla., St. Augustine—St. Johns County Commrs. will pave section of road to Putnam County line with brick.

Ky., Jackson—Breathitt County will construct roads to include: 37,800 cu. yds. excavation, 72 cu. yds. masonry, 152 cu. yds. concrete, 9770 lbs. reinforcing steel and 541 ft. 18 and 24-in. pipe; bids until August 29; Blair Hughes, County Road Engr. (See Machinery Wanted—Road Construction.)

Ky., Lexington—Fayette County will reconstruct unfinished portion of Lexington and Maysville Rd.; Theo. Lewis, County Clerk, receives bids until Aug. 24. (See Machinery Wanted—Road Construction.)

Ky., Carrollton—City will improve and reconstruct sections of Main, Fifth and Court Sts.; Geo. F. Lorch, Mayor.

Md., Baltimore.—City will grade and pave with cement concrete the alleys listed as contracts Nos. 40, 41, 45 and 46-A; bids until Aug. 29; specifications, blank forms, etc., on application to Dept. of Public Improvement, R. M. Cooksey, Highways Engr. (See Machinery Wanted—Paving.)

Md., Baltimore.—Maryland State Roads Com., Clyde H. Wilson, Secy., 601 Garrett Bldg., asks bids until Sept. 4 on 2 mi. concrete road, Frederick County; 2.33 mi. concrete, Allegany County; 1.30 mi. section Monroe St., and 1.06 mi. section Monroe St. and Elgin Ave., both sheet asphalt, Baltimore. (See Machinery Wanted—Road and Street Construction.)

Md., Towson.—Baltimore County will pave Falls Rd., from Shawan 1 mi. north with concrete; County Commrs., Hugh J. Gallagher, Clerk, receives bids until Sept. 4. (See Machinery Wanted—Road Construction.)

Miss., Carthage.—Leake County, Edinburg Road Dist., has had surveys made for 15 mi. sand-clay roads; let contract Sept. 3; Gus Hauser, Engr., Columbus National Bank Bldg., Columbus, Miss. (See Machinery Wanted—Road Construction.)

Miss., Iuka.—Tishomingo County, Second Dist., voted \$30,000 bonds for portion (in North Mississippi) of road known as Muscle Shoals Highway; survey has been made; W. S. Brown, Iuka, Pres., Muscle Shoals Highway Assn.

Mo., Kennett.—City will grade, curb and pave sections of Washington Ave. and College St.; Washington Ave. contract calls for 10,046 sq. yds. paving, 8012 lin. ft. curbing, 2200 cu. yds. grading, 594 lin. ft. 6 and 36-in. sewer pipe and 450 lin. ft. concrete headers; College St. contract calls for 552 sq. yds. paving, 4802 lin. ft. curbing, 1500 cu. yds. grading, 150 lin. ft. concrete headers and 550 lin. ft. 6-in. vitrified sewer pipe; bids until Sept. 4; Sam C. Fisher, City Clerk. (See Machinery Wanted—Paving.)

Mo., Liberty.—Clay County is reported to have voted \$12,500 bonds to complete driveway and Siloam Springs pagoda and construct bridge. Address County Commrs.

Mo., New London.—Ralls County votes Sept. 21 on \$25,000 bonds to construct roads. Address County Commrs.

Mo., Poplar Bluff.—City will pave 5th St.; cost \$20,000; has let contract. Address The Mayor.

N. C., Rutherfordton.—Rutherford County, Colfax and High Shoal Township Com., J. D. Huil, Clerk, will improve roads; open bids Sept. 6; \$35,000 (bonds) available. (See Machinery Wanted—Road Construction.)

N. C., Charlotte.—Mecklenburg County, Charlotte Township, will improve 3 mi. of township road on Dowd and Tuckasee highways between Charlotte and Camp Greene; expend about \$20,000; W. R. Matthews, Chrmn., Executive Committee of Board of Trustees.

N. C., Tryon.—Town will construct 330 sq. yds. cement sidewalk on Trade St.; bids opened Aug. 21; E. E. Missilldine, Mayor. (See Machinery Wanted—Paving.)

Okla., Muskogee.—Park Board requested \$7000 appropriation this year for maintaining and improving Green Hill Cemetery, of which \$3000 will be expended to construct hard surface roads.

Okla., Sapulpa.—City let contract Parker Washington Co. of St. Louis and Oklahoma City at \$54,000 to pave 27 blocks.

Okla., Tecumseh.—Pottawatomie County Commrs. will construct 10 mi. graded road, 4 contracts, estimated cost \$17,200; also concrete culverts and bridges; will open bids Aug. 27; L. L. Winans, County Engr., City Hall, Shawnee, Okla. (See Bridges, Culverts, Viaducts. See Machinery Wanted—Bridge and Road Construction.)

Tenn., Cleveland.—City asks bids until Sept. 1 to construct 48,000 sq. yds. Trinidad sheet asphalt pavement on macadam base; S. D. Newton, City Engr. (See Machinery Wanted—Paving.)

Tenn., Hohenwald.—Lewis County will construct 30 mi. of road, consisting of 12,000 cu. yds. excavation, 27 mi. of machine grader work and necessary drainage structures; Highway Com., Edwin Gallaher, Secy., receives bids until Sept. 18; this is first work to be undertaken under \$100,000 bond issue; Chas. Grossman, County Engr., Hohenwald. (See Machinery Wanted—Road Construction.)

Tenn., Mountain City.—Johnson County has \$200,000 available for construction 34 mi.

macadam road, contract lately noted let to Charlotte Paving Co., Charlotte; C. M. Duhaney, Engr., Mountain City.

Tenn., Tiptonville.—State Highway Dept., Arthur Crowover, Chrmn., 405 Seventh Ave., North, Nashville, will construct highway from corporate limits of Tiptonville to White's Landing, on or near border of Reelfoot Lake; 3800 cu. yds. chert, gravel or maculite; bids until August 21; A. M. Nelson, State Highway Engr., Nashville. (See Machinery Wanted—Road Construction.)

Tex., Austin.—Travis County Commrs. let contract Baker Bros. & Canon of Austin at \$7,000 to regravell 6 mi. of Manor Rd. from Walnut Creek to Manor.

Tex., Beeville.—Bee County will construct 2 1/2 mi. of hard surface road; section of San Antonio-Corpus Christi division of Puget Sound-to-Gulf Highway; will vote on bonds. Address County Commrs.

Tex., Caldwell.—City let contracts to pave Fox St. as follows. J. L. Barmore of Cameron, Tex., for concrete work and Simpson, Henslee & Teague of Caldwell for grading, hauling and spreading gravel. Horace Boyett, City Engr. (Lately noted inviting bids.)

Tex., Cisco.—Eastland County votes Sept. 13 on \$100,000 bonds to construct county's unit of El Paso-Fort Worth National Highway. Address County Commrs.

Tex., Corsicana.—Navarro County, Richard Dist., votes Sept. 15 on \$80,000 bonds to construct roads. Address County Commissioners.

Tex., Corsicana.—Navarro County, Road Dist. No. 1, votes Sept. 13 on \$200,000 bonds to construct roads. Address County Commissioners.

Tex., Fort Arthur.—Calhoun County voted \$75,000 bonds to shell and cap roads. Address County Commrs.

Tex., Houston.—City will pave with 8-in. of gravel North Main St., from Boundary St. to Houston Ave.; bids until August 27; E. E. Sands, City Engr.; Dan M. Moody, Mayor Pro Tem. (See Machinery Wanted—Paving.)

Tex., Palestine.—Anderson County Commissioners ordered election for Sept. 15 to vote on \$20,000 bonds to improve roads in Road Dist. No. 2.

Tex., San Antonio.—City Commrs. let contract Uvalde Rock Asphalt Co. of Beaumont, Tex., to pave French Pl., from San Pedro to Belknap Ave.

Va., Graham.—City will construct, under State supervision, 2 mi. waterbound macadam road; repair work; \$10,000 available. Address The Mayor. (Lately noted to construct sidewalk in East Graham to corporate limits in West Graham.)

Va., Lynchburg.—City will pave sidewalks on both sides of Main St.; appropriated \$4500; H. L. Shaner, City Engr.

Va., Norfolk.—City will pave Main St., Berkeley, northward from Maple Ave. to new bridge; 4000 sq. yds. wood block on concrete base; 2000 lin. ft. granite curbing; Board of Control receives bids until August 31. (See Machinery Wanted—Paving.)

SEWER CONSTRUCTION

Okla., Bristow.—City voted \$6000 bonds to extend sewer system. Chas. T. C. Schrader, Mayor. (Lately noted to vote.)

Okla., Wynnewood.—City will vote on bonds to construct sewer system. Address The Mayor.

Tex., Texarkana.—City votes Sept. 17 on \$50,000 bonds to build septic tank for disposal of sewerage; estimated cost \$100,000, of which Arkansas side of city will pay half. Address The Mayor.

W. Va., Ceredo.—City will construct 2450 ft. sewer south of Beech St., from Ceredo-Kenova corporation line; 355 ft. sewer south of Maple St.; bids until August 29; A. G. Holt, Mayor; C. P. Sanborn, City Engr. (See Machinery Wanted—Sewer Construction.)

SHIPBUILDING PLANTS

Ala., Mobile.—Jas. Carson is reported to construct shipbuilding plant.

Ala., Mobile.—Horace Turner, Prest. Turner Terminal Co., will establish shipyards; not prepared to state details.

Fla., Jacksonville.—Morey & Thomas, Richard Morey, Prest., will build plant to construct ships; plans to begin with wooden vessels (3000 tons) and later build steel ships.

Md., Baltimore.—Maryland Shipbuilding Co., Thos. Benson, Gen. Mgr., Lexington St. Bldg., let general contract to Morrow Bros., Fidelity Bldg., Baltimore, to construct buildings for shipyards; plans include sawmill, mold loft, storehouses, shipways, etc. (Lately noted organized with \$1,000,000 capital to build wooden vessels for Government, etc.)

N. C., Morehead City.—North Carolina Ship Building Co. organized; G. D. Canfield, Prest.; J. C. Taylor, Secy.; both of Morehead City; David Stoneman, Treas., Boston, Mass.; has site; build plant to construct ships; initial contracts require facilities to build 281x45-ft., 3500-ton wooden hulls for Government.

S. C., Beaufort.—Beaufort Shipbuilding Co. organized to establish shipyards; W. B. Blades, Mgr., Newbern, N. C.

S. C., Charleston.—Valk & Murdoch Co. plans to construct dry dock of 400-ft. interior length by 100 ft. wide for vessels up to 8000 tons burden. (Lately noted contemplating to provide facilities for building large steel vessels at its plant on Cooper River.)

Tex., Beaumont.—J. N. McCammon of Pine Bluff, Ark., leased site including 120-ft. waterfront; build plant to construct wooden ships; has initial contract for 3500-ton Government ships costing \$300,000 each. (Previously noted to establish shipyards.)

TELEPHONE SYSTEMS

Ala., Albany.—Southern Bell Telephone & Telegraph Co. (main office, Atlanta, Ga.) let contract Baxter Bros. of Huntsville, Ala., to erect central exchange building; 2 stories and basement; reinforced concrete; cost of building \$50,000; cost of equipment \$100,000. (Lately noted.)

S. C., Young's.—Young's Telephone Co. incptd. by Wm. P. Harris, Frank Abercombie, R. G. Harris and others.

TEXTILE MILLS

Fla., St. Augustine.—Silk.—American Silk Producing & Mfg. Co., Jas. J. Murphy, agent, proposes to plant mulberry trees, cultivate silk worms and manufacture silk.

Ga., Lawrenceville.—Cotton Yarn.—Lawrenceville Yarn Mills will add new machinery to quadruple capacity.

Ga., Lyndale.—Cotton Cloth.—Massachusetts Mills will install electric power equipment for new dyehouse; contracted for 150,000 H. P. per annum.

Ga., Monroe.—Cotton Goods.—Walton Cotton Mills Co. will install electric power equipment; contracted for 800 H. P. per annum; group and 4-frame drives.

Ga., Palmetto.—Cotton Goods.—Palmetto Cotton Mills will install electric power equipment; contracted for 600 H. P. per annum.

Md., Sykesville.—Woolen Goods.—Melville Woolen Co. will build addition; 150x40-ft. picker and dyehouse.

N. C., Albemarle.—Hosiery.—Wiscasset Mills Co. will build additional hosiery knitting mill.

N. C., Albemarle.—Cotton Products.—Efrid Mfg. Co. will build an additional cotton mill.

N. C., Burlington.—Hosiery.—May Hosiery Mills advises Manufacturers Record: Purchased Scott-Mebane Co. plant; enlarge building to total floor space 30,000 ft.; install dyeing and finishing machinery for weekly capacity 30,000 doz. pairs hose; also two 125 H. P. boilers for heating and dyeing, electric power drive, etc. (Lately noted to install finishing plant.)

N. C., Burlington.—Hosiery.—Piedmont Finishing Mills (lately noted incptd. with \$50,000 capital) organized; S. J. Hooker, Prest.; J. P. Thomas, Secy.-Treas.; has 1-story 275x80-ft. brick mill-construction building costing \$10,000; equipped with 30 knitting machines, dyeing apparatus, electric power drives, etc., costing \$10,000; daily capacity 2000 doz. prs. hose. (See Machinery Wanted—Dyeing Materials.)

N. C., Franklinton.—Cotton Cloth.—Sterling Cotton Mills increased capital from \$200,000 to \$1,000,000.

Okla., Oklahoma City.—Hosiery.—Paragon Knitting Mills, 507 Colcord Bldg., organized with \$250,000 capital, and A. W. Thornley, Mgr.; plans to erect hosiery-knitting mill.

S. C., Union.—Cotton Cloth.—Monarch Cotton Mills and Lockhart Mills (Lockhart, S. C.) plan consolidation with \$2,500,000 capitalization; electric power drive; 67,184 spindles, 1604 looms, etc.

WATER-WORKS

Ark., Little Rock.—Arkansas Water Co. will extend water mains into Argentina.

Ark., Texarkana.—Texarkana Water Corp., W. H. Roth, Secy., will install additional machinery to increase water supply.

Md., Cumberland.—Evitts Creek Water Co. (City of Cumberland) will build additions to water filtration plant; bids received by City Clerk until Sept.; Jas. H. Fuertes, Const. Engr., 140 Nassau St., New York. (See Machinery Wanted—Filtration Plant.)

Miss., Charleston.—City contemplates \$15,500 bond issue to purchase or construct water-works; W. G. Wyatt, Mayor.

Mo., Riverview Gardens, P. O. at St. Louis. Riverview Gardens Realty Co., Sisking & Beckwith, agents, will lay 3 mi. water pipe.

Mo., Kansas City.—City will install steam turbine, reduction gear, centrifugal pumping unit of capacity to pump continuously 20,000,000 gals. water per 24 hrs. against total combined head of 370 ft. and steam pressure of 165 lbs. per sq. in. at throttle; bids until Sept. 12; Burton Lowther, Ch. Engr. and Supt. Water Dept.; W. C. Weaver, Purchasing Agent. (See Machinery Wanted—Pumping Plant.)

Okla., Bristow.—City voted \$6000 bonds to extend water-works. Chas. T. C. Schrader, Mayor. (Lately noted to vote.)

Okla., Erick.—City, J. H. Richardson, Clk., will install oil engines, cost about \$800; equipment purchased; Ed Roberts, Engr. (\$7500 bonds for water-works and \$2500 for electric plant extension lately noted voted.)

Okla., New Wilson.—City plans to improve water-works; cost \$10,000. Address The Mayor.

Okla., Norman.—City, J. Martha Wise, City Clerk, will make improvements, cost \$10,000; erect 55x100x12-ft. brick pump-house; construct reinforced concrete reservoir, 215,000 gals. capacity; construction probably by the city; M. W. Schofield, Engr. (Lately noted to vote on \$10,000 bonds.)

Tenn., Chattanooga.—City Water Co. let contract Mark K. Wilson Co. of Chattanooga to erect superstructure in new addition to city filter station; brick; stone trimmings; steel trusses; cost \$2500; increase daily capacity 4,000,000 gals., making total of 17,000,000 gals. (Noted in June to expend \$115,000 to improve water system.)

Tex., Abilene.—City voted \$20,000 bonds to construct Elm Creek dam, providing mountain reservoir with capacity of 5,000,000,000 gals. E. N. Kirby, Mayor. (Noted in July)

Tex., Cooper.—City will install water-works pumping plant, consisting of 20 H. P. crude-oil engine, single-acting triplex pump to deliver 200 gals. water per min. against total head of 20 ft.; triplex pump to be driven through friction clutch and gears and centrifugal pump through leather belts; contractors to install foundations; city to furnish and install piping; bids opened Aug. 20. Henry E. Elrod, Engr., 505 Interurban Bldg., Dallas; H. E. Cabeen, Mayor.

Tex., Rockbud.—City will issue \$16,500 bonds to construct water-works. Z. A. Booth, Mayor.

Tex., Sabinal.—City will drill well for water supply; 200 ft. deep; bids until Aug. 25; W. D. Heard, Mayor. (See Machinery Wanted—Well Drilling.)

WOODWORKING PLANTS

Ala., Birmingham.—Handles.—Birmingham Handle Co., capital \$35,000, incptd. with B. G. Moore, Prest.; C. W. King, V.-P.; W. R. Smith, Secy.-Treas.; erect plant to manufacture tool handles.

Ark., Brinkley.—Handles.—Hartwell Handle Co. will increase capacity.

Ark., Mena.—Staves.—M. C. Trumbull will rebuild stave plant and sawmill lately reported burned.

Ark., Rector.—Boxes and Crates.—Jas. N. Petrie will remodel box factory and increase capacity.

Fla., Jacksonville.—Veneer.—A. W. Stewart and B. F. Lewis organized company to establish veneer manufacturing plant, cost \$25,000.

Ga., Columbus.—Cooperage.—Colquitt Cooperage Co. is reported to build cooperage plant.

La., New Orleans.—Cooperage.—New Orleans Industrial Alcohol Co. let contract to Ridgley Bros. & Co., New Orleans, to erect barrel-house and cooperage plant; cost

\$2500; 30x60 ft.; 2 stories, frame; composition roof; pine floor; car tracks.

Miss., Meridian.—Shuttle Blocks.—Price & Norris of Greensboro, N. C., will establish plant to manufacture shuttle blocks from persimmon and dogwood timber.

La., Winnfield.—Staves.—Ruston Stave Co. organized by D. K. Brown and J. H. Nelson; build stave mill.

Miss., Carthage.—Staves.—Dayton & Goynne Stave Co. (E. W. Dayton and W. R. Goynne) purchased timber rights; removing plant and equipment from Hamburg, Ark. (Noted in July.)

Tex., Houston.—Bykes.—Tyler Box & Lumber Mfg. Co. will build box factory costing \$25,000.

Va., Petersburg.—Wood Supplies.—Lewis H. Smith (Prest. Hamilton Ridge Lumber Co.) and J. R. Paschall, both of Richmond, purchased Petersburg Wood Supply Co.'s plant; reported to rebuild and operate.

Va., Roanoke.—Staves.—John A. Harvey, 2305 Henry St., is interested in proposed installation of tight barrel stave machinery. (See Machinery Wanted—Stave Machinery.)

FIRE DAMAGE

Ala., Selma.—Joe Rosenberg's store on Washington St.

Ark., Heber Springs.—Cleburne County Lumber Co.'s plant; loss \$6000.

Fla., Starke.—D. W. Alvarez's residence.

Ga., Columbus.—North Highlands Casino and North Highlands-Bibb Shoe Surgery, owned by J. C. McCrany; loss \$6300.

Ga., Harlem.—J. J. Zachry's planing mill; Harlem Warehouse Co.'s building; Paschall Bldg.; Walton Drug Co.; J. W. Bell's grocery store; J. T. Olive's office; Masonic Bldg.; T. B. Jones' dwelling; R. L. Quinn's residence; electric-lighting plant; loss \$50,000.

Ga., Heber Springs.—W. J. Booth's dwelling.

Ga., Lincolnton.—D. T. Clary's 2-story frame building, occupied by Clary garage; G. H. Murray, dentist; Mrs. W. M. Cartledge, millinery; Z. T. Dallas, butcher; Dr. T. P. Mitchell, druggist.

Ga., Milan.—D. L. McCrany's business building.

Ga., Tifton.—Tifton Packing Co.'s plant under course of construction by La Barre Construction Co., Contr., Jacksonville, Fla., total loss \$18,000, of which \$8000 was on machinery and material owned by company and balance on material owned by contractor.

Ky., Louisville.—Harcourt & Co.'s engraving plant at 415 W. Main St., loss \$50,000; building was owned by Barret Estate.

La., Vienna.—Four Seasons Potato Co.'s sweet-potato curing plant; main office at Dubach, La.

Md., Chestertown.—Goldheim Bros.' trousers factory; dwellings of Charles Johnson, M. R. Goldheim and R. M. Coleman, each of Chestertown, and Harry Thomas of Philadelphia, Pa.

N. C., Mooresville.—Mooresville Furniture Co.'s plant; loss \$30,000 to \$40,000.

Okla., Oklahoma City.—Western Paint Co.'s warehouses and shipping-rooms, Homer H. Dunlap, owner and manager; loss on building \$25,000.

S. C., Cheraw.—Cheraw Chronicle's printing plant; J. N. Stricklin, Prop.

Tenn., Clarksville.—Mac Hanner's residence on Franklin St.; loss \$4000.

Tex., Big Springs.—Mrs. Zoe Kinnery's residence; loss \$4000.

Tex., Gonzalez.—Robert Ruddock's residence.

Tex., Sagerton.—Wichita Valley Ry.'s depot; loss \$2500 to \$3000; R. C. Gowder, Ch. Engr., Wichita Falls, Tex.

Tex., San Saba.—Clark Bldg., occupied by Riggs & Clark, E. R. Stobaugh and others; total loss \$25,000.

Tex., Tyler.—Clay Bros.' warehouse; loss \$20,000.

Tex., Wichita Falls.—Lawrence Baker's residence.

Va., Crozet.—Mrs. H. C. Kelsey's residence near Crozet; loss \$5000.

Va., Lancaster.—James K. Ball, Jr.'s residence on Rappahannock River.

Va., Norfolk.—J. A. McCloud's 7 dwellings in South Norfolk; loss \$7000.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

Ark., Little Rock.—Dr. J. P. Runyan purchased 2-story store and apartment building at Seventh and Arch Sts.; will remodel upper story.

Fla., Miami.—W. B. Moore will erect apartment-house on 12th St.; cost \$3000.

Ga., Atlanta.—John F. Calhoun has plans by M. F. Morris, 525 Atlanta National Bank Bldg., Atlanta, for apartment-house; 2 stories and basement; brick veneer; tar and gravel roof; cement, tile, pine and hardwood floors; steam heat; flexible cable wiring and fixtures; bids opened August 20. Address architect.

Md., Baltimore.—J. Henry Smith, 1426 Light St., will erect apartment-house on Brooks Lane; 3 stories; details not determined; cost about \$35,000; Clyde N. Friz, Archt., 1523 Munsey Bldg., Baltimore; construction by owner.

Mo., Kansas City.—Frank Huber will erect three 3-story 6-apartment brick flats, 3100-06-10 Benton Blvd.; cost \$42,000.

Mo., Kansas City.—Chester L. King, 1510 Waldheim Bldg., will erect 2 apartment-houses; 2 buildings, 48.1x36 ft.; brick; tar and gravel roof; wood floors; cost \$3000 each; steam heat, \$1100; plans and construction by owner.

Tex., San Antonio.—M. G. Cottingham is erecting apartment-house on Army Blvd.; cost \$6000.

W. Va., Cabin Creek Junction.—Bank of Cabin Creek will erect bank building to contain apartments. (See Bank and Office.)

ASSOCIATION AND FRATERNAL

Ala., Athens.—A. F. & A. M. will erect lodge building; ground floor for theater.

Miss., Brookhaven.—B. P. O. E. acquired site and will erect home.

N. C., Charlotte.—Y. M. C. A. will erect administration building at Camp Greene; 40x336 ft.; L. E. Hawkins, Secy.

Okla., Fort Sill.—Knights of Columbus will expend \$10,000 for erection of buildings, including library, clubrooms, etc., at army camp.

Tenn., Chattanooga.—Young Men's Christian Assn. will erect auditorium building at Fort Oglethorpe.

BANK AND OFFICE

Ark., Little Rock.—W. G. Hutton, Trustee, will erect bank building. (See Hotels.)

Ga., Atlanta.—Southern Express Co. will rebuild structure at Mangum and Chapel Sts.; reinforced concrete; cost \$21,500.

Ga., Atlanta.—American Machine Manufacturing Co. will erect 2-story brick office building on railroad near Ashby St.; cost \$2500.

La., Thibodaux.—First National Bank of Thibodaux will erect building.

N. C., Forest City.—Florence Mills will erect building for mill officers.

Okla., Tipton.—First National Bank of Tipton, J. R. McMahan, Pres., will probably erect bank building within year.

Tex., Laredo.—C. H. Page & Bro., Austin, prepared plans for bank building.

W. Va., Cabin Creek Junction.—Bank of Cabin Creek is receiving bids for erection of building to include banking-room, storeroom, two 5-room apartments with bath, basement, etc.; fireproof and burglar proof; plans by W. H. St. Clair, Charleston, W. Va.; L. D. Burns, Pres., Ronda, W. Va. (Previously noted.)

CHURCHES

Ala., Birmingham.—Calvary Baptist Church, J. R. Vall, Chrmn. Bldg. Com., Title Guarantee Bldg., has plans by J. E. Greene, 508 American Trust Bldg., Birmingham, for auditorium; 60x30 ft.; ordinary construction; Barrett specification roof; pine floors; hot-air heat; electric lights; cost \$14,000; J. F. Andrews, Supt. of Buildings, 4117 Ave. C, Birmingham; construction begins about Sept. 1. Address Mr. Vall as above.

Ark., Little Rock.—Christian Science Church will erect building at 20th and Louisiana Sts.; 50x120 ft.; steam heat; electric lights; cost \$25,000; bids opened in about 30 days; John P. Almond, Archt., 1107 Boyle Bldg., Little Rock.

Ark., Waldron.—Waldron Baptist Church, Rev. S. B. Barnett, Pastor, opens bids in fall to erect building; 60x80 ft.; ordinary construction; metal or slate roof; pine floors; hot-air heat; electric lighting; cost \$10,000; W. A. Rayfield & Co., Archts., Birmingham, Ala., may be addressed.

Ga., Atlanta.—C. B. McGaughey of building committee is receiving bids for material to erect Billy Sunday tabernacle; 300x200 ft.; cafe and public comfort station; tabernacle to seat 10,000 with standing space for 4000; 400,000 ft. of lumber required.

La., Thibodaux.—Catholic Church is reported to erect \$125,000 building. Address The Pastor. (Previously noted.)

Md., Baltimore.—Forest Park Protestant Episcopal Church will erect parish-house and school building on Dalrymple Ave.; 44x74 ft.; stone; slate roof; wood floors; cost \$15,000; heating plant, \$1500; lighting, \$400; probably open bids in October; owners will call for bids; J. E. Laferty, Archt., 11 E. Pleasant St., Baltimore. (Lately noted.)

Okla., Roosevelt.—Union Protestant Church, A. S. Gibson, Secy. Building Com., receives bids until August 25 to erect building; brick veneer; plans and specifications at office M. M. Lain, Archt., Muskogee, Okla.

Tex., Beaumont.—Colfax Hardwood Lumber Co., Colfax, La., will erect 2 churches. (See Hotels.)

Tex., Fort Worth.—Methodist churches of Fort Worth plan to expend \$25,000 for improvements at Camp Bowie, including enlargement of Brooklyn Heights Methodist Church for recreational headquarters and erection of large building at other central station; Rev. John R. Nelson, Chrmn. of Comm.

Tex., Waco.—Central Presbyterian Church will erect tabernacle for temporary use pending erection of church building. Address The Pastor.

Va., Graham.—Christian Church will erect building. Address The Pastor.

CITY AND COUNTY

Ark., Marianna.—Jail.—Lee County, J. A. Plummer, Judge, receives bids until Sept. 10 to remodel and erect addition to jail; plans and specifications at office of J. C. Jones, Archt., Forrest City, Ark., and Judge J. A. Plummer, Marianna. (Previously noted.)

Fla., Arcadia.—Jail.—County Commrs., A. L. Durrance, Clerk, receive bids until Oct. 2 for material and labor to erect additional story on 1-story cellroom of De Soto County Jail; plans and specifications at office of Clerk.

Ga., Columbus.—Fire Station, etc.—City votes Sept. 13 on \$12,000 bonds to build and equip fire station; \$15,000 bonds to erect annex and nurses' dormitory at city hospital, and \$150,000 bonds to construct sewers; M. M. Moore, Clk. of Council.

Okla., Bristow.—City Hall.—City voted \$30,000 bonds to erect city hall; also voted bonds for sewer and water extension; total issue \$32,000; Chas. T. Schrader, Mayor. (Lately noted.)

Okla., Okmulgee.—Fire Station.—City defeated \$30,000 bonds to erect and equip fire stations. Address The Mayor. (Previously noted.)

S. C., Greenville.—Comfort Stations.—City is having plans prepared by J. E. Sirrine, Greenville, for 3 comfort stations on Main St. (Lately noted.)

Tex., Beaumont.—Library.—City will erect Carnegie Library; brick and concrete; fireproof roof; cost \$50,000; details not determined. Address Chamber of Commerce. (Lately noted.)

W. Va., Parkersburg.—Dwelling.—Wood County will erect dwelling on County Farm; 50x30 ft.; frame; slate roof; wood floors; gas heat and light; cost \$3500; T. T. Sansbury, Archt., Parkersburg. (Lately noted.)

DWELLINGS

Ark., Little Rock.—W. G. Hutton, Trustee, will erect number of bungalows. (See Hotels.)

D. C., Washington.—Harry A. Kite has plans by A. E. Landvoigt, 1403 New York Ave. N. W., Washington, for 6 brick dwellings, 1416-26 Massachusetts Ave. N. E.; also dwellings at 1424-32 B St. S. E.; cost \$33,000.

D. C., Washington.—H. R. Howenstein, 1314 F St. N. W., will erect residences from 1500 to 1510 Potomac Ave. S. E.; 2 stories; brick; slag roof; pine floors; hot-water heat; electric lights; concrete sidewalks; cost \$2500 each. (Lately noted.)

Fla., Jacksonville.—A. L. Clayton will erect 2-story frame building on Grape St.; cost \$3175.

Fla., Miami.—P. C. Hainlin will erect rooming-house; cost \$3000.

Ga., Atlanta.—Prof. A. B. Morton has plans by M. F. Morris, 525 Atlanta National Bank Bldg., Atlanta, for residence; 1 story; frame; Granallite shingle roof; cement, tile, pine and hardwood floors; furnace heat; electric wiring and fixtures; cement sidewalks; bids opened August 20. Address architect.

Ky., Louisville.—Kentucky Laundry Co. will erect frame dwelling; cost \$9000.

Ky., Water.—Detroit-Elk Coal Co. will erect miners' dwellings near Kona in Letcher County; frame construction; electric lighting; cost \$25,000; may defer building until next year. Address S. S. Bastin, Gen. Mgr., Water.

La., New Orleans.—Marie Holland will erect 1-story residence; cost \$6000.

Md., Cumberland.—Ira H. Vandergrift will erect residence; 23x28 ft.; brick and tile; slate roof; cost \$2500; plans by owner. (Lately noted.)

Md., Sparrows Point.—Bethlehem Steel Co., South Bethlehem, Pa., is receiving bids from local contractors for erection of number boarding-houses; hollow tile; several stories.

Miss., Clarksdale.—A. M. Martin of Martin & Mitchell Insurance Co. has plans by M. M. Alsop, Clarksdale, for \$6000 dwelling.

Miss., Clarksdale.—Dr. J. E. Bramlett has plans by M. M. Alsop, Clarksdale, for residence; cost \$10,000.

Mo., Kansas City.—H. F. McElroy will erect 2-story frame dwelling; cost \$3000.

Mo., Kansas City.—F. H. Michaels will erect dwelling; 2 stories; frame; cost \$4500.

Mo., Kansas City.—L. J. Pickering will erect two 1-story stucco dwellings; cost \$4000.

N. C., Charlotte.—O. J. Thies will erect \$4000 residence.

N. C., Charlotte.—Wm. Henry Belk will erect residence on East Fifth St. extension.

Okla., Oklahoma City.—C. E. Huffman will erect 2 dwellings; 1 and 2 stories; frame; cost \$9000.

Okla., Oklahoma City.—N. E. Garrison will erect 2-story frame dwelling; cost \$4000.

S. C., Greenville.—G. F. Norris will erect \$8000 residence.

S. C., Greenville.—Miss Bettie McMahan will erect residence; cost \$3000.

S. C., Greenville.—J. C. Milford will erect \$3000 residence; brick foundation; wood superstructure.

Tenn., Clarksville.—Mac R. Hanner, First National Bank Bldg., will rebuild dwelling lately noted damaged by fire; bungalow type; metal or asbestos shingle roof; hardwood floors; heating not determined (wants bids on equipment); electric lighting; cost \$2500 to \$3000; architect and contractor not engaged; bids opened about Sept. 1. (See Machinery Wanted—Building Material; Flooring.)

Tex., Beaumont.—Colfax Hardwood Lumber Co., Colfax, La., will erect dwellings, etc. (See Hotels.)

Tex., Beaumont.—C. B. Shepherd will erect number of dwellings for renting.

Tex., San Antonio.—Phil Wellbacher will erect 5-room dwelling; cost \$4500.

Va., Richmond.—Mrs. R. I. Mays will erect brick dwelling; cost \$6000.

Va., Richmond.—W. S. Forbes will expend \$3000 to repair brick dwelling.

GOVERNMENT AND STATE

Ga., Macon.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., will erect branch post-office at Wheeler; 40x105 ft.; about 3500 sq. ft. floor space.

Ga., Savannah.—Postoffice.—Postmaster Lucas opened bids to repair postoffice; Woolard & Cunningham, Savannah, are lowest bidders at \$3450.

Ky., Glasgow.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., opens bids Sept. 26 to erect postoffice; drawings and specifications from custodian of site, Glasgow, and Mr. Wetmore, Washington.

N. C., Charlotte.—Remount Station.—War Dept., Washington, D. C., will construct remount station at Camp Greene, including 10 wagon sheds 600 ft. long, 4 hospital stables 250 ft. long, 2 pack-mule stables and 2 wagon-train stables each 250 ft. long, 10 corrals for horses, 1 sick corral and 1 convalescent corral.

Tex., Austin.—Dormitories, Dining Hall and Kitchen.—Board of Managers, State Farm Colony for Feeble Minded, open bids August 30 to erect dormitory and building for dining hall and kitchen; former, 1 story; brick and concrete; stone cornice and trim; structural and reinforcing steel; slate roof; cement, tile and wood floors; stone porch columns; steam heat; electric fixtures; cost \$21,000; latter, 3 stories; brick and concrete; stone cornice and trim; reinforcing steel; gravel roof; cement floors; tile partitions; steam heat; sidewalk elevator; 2 H. P. motor for refrigeration system; cost \$50,000; Kuehne, Chasey & Giescke, Archts., 811 Littlefield Bldg., Austin.

Va., Hampton.—Storehouse.—Bureau of Yards & Docks, Navy Dept., F. R. Harris, Chief, Washington, D. C., opens bids Aug. 27 to erect storehouse on Hampton Roads; 358x120 ft.; 5 stories; fireproof throughout; reinforced concrete construction; concrete roof and floors; steam heat; cost \$500,000; H. D. Watts Co., Garrett Bldg., Baltimore, is among contractors bidding. (See Machinery Wanted—Building Materials.)

Va., Rosslyn.—Laboratory.—Department of Agriculture, Washington, D. C., receives bids until Sept. 12 to erect additions to laboratory at Arlington Farm, near Rosslyn. (Previously noted.)

Va., St. Juliens Creek.—Ammunition Depot, Bureau of Yards and Docks, F. R. Harris, Chief, opens bids Sept. 4 to erect addition to building No. 13; concrete foundations; brick walls, steel trusses and purlins; slate roof; wood floors over concrete; wood sash and galvanized steel shutters; drawings and specifications (No. 2534) obtainable from Bureau or commandant of naval yard, Norfolk.

HOSPITALS, SANITARIUMS, ETC.

Ga., Columbus.—City votes Sept. 13 on \$15,000 bonds to erect annex and nurses' dormitory at city hospital. (See City and County.)

Ky., Paducah.—City opens bids Sept. 1 to erect contagious ward hospital; 35x60 ft.; brick; built-up tar and gravel roof; basement and first floor; basement concrete; cost \$3000; steam heat, \$3000; electric lighting, \$150; H. L. Lassiter and Sherrill-Russell Lumber Co., Paducah, Archts. Address Sherrill-Russell Lumber Co. (Lately noted.)

Md., Baltimore.—War Department, Washington, D. C., will probably take over immigration station buildings under construction at Fort McHenry for establishment of base hospital; will erect temporary wooden hospital barracks to house 500 beds; Major H. S. Purnell of Army Medical Corps, and others to supervise construction of buildings.

Okla., Okmulgee.—City rejected all bids to erect city hospital and will readvertise for bids; Leon B. Senter, Archt., Okmulgee; R. H. Jenness, City Commr. of Finance and Purchasing Agent, City Hall. (Lately noted.)

S. C., Columbia.—War Department, Washington, D. C., will erect base hospital at Camp Jackson; 72 buildings; 1000 beds; Capt. J. F. Johnston, Camp Jackson, in charge of hospital.

S. C., Spartanburg.—Spartanburg County votes Oct. 9 on tax to establish and maintain hospital; W. H. Broom, Supervisor.

Tenn., Fountain City.—Dr. H. E. Goetz, Box 487, Knoxville, acquired 4-story hotel building of 75 rooms; will remodel for neurological sanitarium; install steam heat; plumbing for additional water supply, etc. (Lately noted.)

Tex., Fort Worth.—Board of Control of City-County Hospital, Mrs. Warren V. Galbreath, Chrmn., is having plans prepared by Sanguinetti & Stants, First National Bank Bldg., Fort Worth, for addition to building to include basement and 2 floors containing kitchen, dining-room, 2 wards and dormitory; accommodate 25 patients. (Lately noted.)

Tex., San Antonio.—Board of Managers Southwestern Insane Asylum opens bids Sept. 6 to erect dining building to cost \$110,000; nurses' dormitory, \$30,000, and stable, \$15,000; dining building, 2 stories, 116x231 ft.; dormitory, 2 stories, 39x123 ft.; stable, 2 stories, 96.6x56 ft.; fireproof construction; concrete; tar and gravel roofs; concrete floors; heat from central plant;

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2 electric elevators in dining-room; C. V. Seutter, Archt., 425 Moore Bldg., San Antonio. (Previously noted.)

Tex., San Antonio.—War Dept. will erect hospital unit at Camp Travis to cost \$500,000; 1000 beds; 50 buildings; frame; 16 ward buildings; double floors; sidewalls sheathed, covered with building paper, then clapboards; waterproof roofs; central plant for furnishing steam heat, electric lights and power; refrigerator plant; wards 157x24 ft. with 9½-ft. porch on both ends and one side; ventilation through roof gables; administration building 116x35¼ ft.; officers' ward 80½x65 ft. surrounded by wide porch; officers' quarters 100x23 ft.; nurses' quarters 80½x75 ft.; laboratory 103½x23 ft.; operating pavilion 90x23 ft.; garage to accommodate 6 cars, 66x24 ft.; shop building 139.2x24.2 ft.; post exchange 92x24 ft.; messhall "T" shape with 56-ft. wings, kitchen connecting with top of "T"; receiving ward 160x80 ft.; isolation ward surrounded by screened porch; hospital corps barracks 166x23 ft.; storehouses for medical supplies 150x24 ft.; chapel 55x23 ft.; guardhouse and mortuary each 34x35 ft.; laundry 150x23 ft.; neuro psychiatric ward 162x24 ft.

HOTELS

Ala., Anniston.—Chamber of Commerce is promoting organization of company to erect apartment hotel.

Ala., Athens.—C. E. Frost will erect hotel; 110x80 ft.; 3 stories; steel and brick; Barrett gravel roof; marble lobby floor, other floors oak; city electric lights; cost \$50,000; steam heat, \$3500; elevator, \$1800 to \$2000; bids opened Sept. 20; construction begins Oct. 1. Address owner. (Lately noted.)

Ark., Little Rock.—W. G. Hutton, Trustee, leased St. Joseph's Orphanage property adjoining Camp Pike; will remodel main building, 4-story fireproof; provide 120 rooms for hotel; build concessions, including picture theater, arcade, athletic field, bank, amusement park, etc.; also erect number of bungalows; details not available; expend \$40,000 to remodel building and probably several hundred thousand dollars for investment; Frank W. Gibb & Co., Archts., Little Rock; Lawrence V. Sheridan, Landscape Archt. (Lately noted.)

Ky., Dawson Springs.—Karlbad Hotel Co. of America organized with \$6,000,000 capital; Theodore R. Troendle, Prest., Hopkinsville, Ky.; D. B. McBee, V.-P.; L. M. Boomer, managing director, New York; Wm. P. Scott, Secy.; reported to expend \$3,000,000 to erect 8-story hotel; 1049 rooms; provide golf links, construct 76-acre artificial lake, provide 500-acre game preserve, etc.; will complete in 2 years; two 200-room hotels to be built next year; also expend \$150,000 to develop coal deposits between Dawson and Providence.

La., Thibodaux.—Company organized with W. J. LeBlanc, Prest. and Gen. Mgr., and Nouma Montet, Secy.-Treas.; will erect hotel; 35 to 50 rooms, each with private bath; cost \$65,000.

S. C., Lake City.—J. M. Trueluck opens bids Sept. 3 to remodel building for hotel; plans from Walker & Burden, 42 Broad St., Charleston, S. C.

Tex., Beaumont.—Colfax Hardwood Lumber Co., A. S. Sherrill, Prest., Colfax, La., purchased timber tract and will develop mill town; plans include hotel, 2, 3, 4 and 5-room cottages, commissary building, church and school for whites and one each for colored employees; plans by architectural department of Sherrill-Russell Lumber Co., Paducah, Ky.

Tex., Waco.—Savoy Hotel is having plans prepared by Roy E. Lane, Peerless Bldg., Waco, for annex to present structure; cost \$75,000.

Va., Monterey.—Bolar Springs Property, R. R. Kyle, Secy.-Treas., Staunton, Va., plans to erect hotel in connection with development of Bolar Springs properties. (See Land Development.)

MISCELLANEOUS

Ark., Little Rock.—W. G. Hutton, Trustee, will erect amusement park. (See Hotels.)

Fla., Miami.—Boathouse.—Geo. J. Pilkington will erect boathouse on river at 1st St.; cost \$10,000.

Tex., Cleburne.—Fair.—Johnson County Fair Assn. has plans by J. C. Henkle, Cleburne, for fair buildings, including 4 exposition buildings, 75x150 ft.; grandstand; cow and hog barns; sheep and goat shed; fence to enclose 50 acres; chiefly wood; composition roof; pine floors; cost \$25,000; bids opened Aug. 20; construction begins Aug.

25; construction by different contractors. Address Archt. (Lately noted.)

Tex., Waco.—Clubhouse.—Spring Lake Country Club is having plans prepared by Ross & Cason, Waco, for clubhouse; cost \$25,000; F. L. Booth, Chrmn. Building Com. (Previously noted.)

RAILWAY STATIONS, SHEDS, ETC.

Md., Admiral.—Pennsylvania R. R., Alex. C. Shaud, Ch. Engr., Philadelphia, will erect freight station at Camp Meade; also passenger station at Odenton, Md.

Md., Odenton.—See Md., Admiral.

Okla., Muskogee.—Missouri, Kansas & Texas Railway, F. Ringer, Chief Engr., Dallas, Tex., does not contemplate improving station as lately reported.

Okla., Sayre.—Chicago, Rock Island & Pacific Ry. Co., C. A. Morse, Ch. Engr., Chicago, is considering erecting depot, but work is not authorized. (Lately noted.)

Tex., Dallas.—Texas Electric Ry. Co., Burr Martin, Gen. Mgr., will erect proposed freight and express terminals; 200 ft. long; cost \$20,000.

Tex., Fort Worth.—Wells Fargo & Co., Express, J. A. Hyde, Dallas, representative; Adams Express Co., C. A. Casler, Fort Worth, representative, and American Express Co., A. L. Bird, Dallas, representative, will erect joint express building at Camp Bowie; 60x100 ft.

W. Va., Huntington.—Baltimore & Ohio Ry., R. N. Begien, Ch. Engr., Baltimore, will soon begin erection of proposed freighthouse extension.

SCHOOLS

Ala., Creola.—See Ala., Mobile.

Ala., Gadsden.—County School Board will erect Ewing school building on county farm; also have plans for 2-room building in Smyrna district.

Ala., Mobile.—School Board authorized expenditure of \$12,000 on schools at Barker, Prichard and Turnerville; also \$6000 at Creola.

Ark., Conway.—R. G. McDaniel, Secy., receives bids at office John P. Almand, Archt., 1107 Boyle Bldg., Little Rock, until Aug. 30 to erect 2-story and basement brick administration building at Arkansas State Normal School; plans and specifications at office of architect as above; bids received as follows: (a) Building complete as specified, excluding plumbing, sewerage, heating and electric-light wiring; (b) plumbing, sewerage; (c) heating complete as specified; (d) electric work; bids submitted on blank forms furnished by architect. (Previously noted.)

Fla., Miccosukee.—Leon County School Board will erect school building.

Fla., Tallahassee.—Board of State Institutions will erect dormitory and educational buildings at State College for Women; cost \$40,000 and \$50,000, respectively; also appropriated \$6500 for mechanical arts building for college for negroes.

Ga., Coolidge.—City voted \$12,000 bonds to erect school building. Address The Mayor.

Ky., Covington.—City is considering election Nov. 6 on \$250,000 school building completion bonds. Address The Mayor.

Ky., Whitesburg.—Letcher County Board of Education will let contract at once to erect 4 school buildings. Address A. C. Jenkins, Supervisor, Whitesburg.

Miss., Biloxi.—Building Com., J. F. Elister, Chrmn., will erect annex to Central High School; cost \$10,000; furnishings, \$1000; also expend \$2000 for improvements to other schools.

N. C., Charlotte.—John B. Ross, Chrmn. Building Com., accepted plans by F. E. Leifer, Atlanta, for \$150,000 high school. (Lately noted.)

N. C., Dobson.—Dobson Graded School Dist. votes Sept. 18 on \$5000 bonds for school improvements; J. J. Wallace, Chrmn. Board of County Commrs.

N. C., Kinston.—Caswell Training School, Dr. C. Banks, McNairy, Supt., will erect industrial and refrigerating buildings; bids opened August 23. (Lately noted to receive bids August 15.)

N. C., Raleigh.—Board of Directors State School for Blind has plans by Frank J. Thomson, Raleigh, for 5 buildings, to include main administration and auditorium building, five 2-story cottages and kindergarten building; fireproof; tile roof, with alternate bid on slate; reinforced concrete; long-leaf pine or maple floors on fireproof slabs; heating equipment moved from old buildings; electric lights from local plant;

cost \$150,000; bids opened August 23. Address John E. Ray or Mr. Thomson. (Lately noted to open bids August 16.)

N. C., Wilson.—Rock Ridge School Dist. votes Sept. 22 on \$5000 bonds to improve schools. Address Dist. School Trustees.

Okla., Healdton.—School Board is considering election on \$40,000 school bonds.

Okla., Purcell.—City is reported considering bond issue to erect school. Address The Mayor. (Lately noted.)

Okla., Tulsa.—School Board opens bids Sept. 3 to erect assembly hall and 2 classrooms for Sequoyah school; first story brick; second story, stucco on metal lath; Simplex or Wilson Reverse windows; asbestos shingle roof; slate blackboards; cost about \$15,000; W. D. Van Sicien, Archt., 319 S. Detroit Ave., Tulsa.

S. C., McClellanville.—Board of Trustees, C. S. Doar, Chrmn., receives bids until Aug. 29 to erect high school building; 2 stories; brick; 6 rooms and auditorium; metal roof; limestone trim; Georgian period architecture; cost about \$15,000; plans and specifications obtainable from Benson & Barbot, Archts., 26 Broad St., Charleston, S. C.; bids to be filed with W. H. Graham, Secy. of Board, McClellanville. (Previously noted.)

Tenn., Humboldt.—City, N. A. Senter, Mayor, has plans by McGee & Lester, 636 (Scimitar Bldg., Memphis, for school; 100x90 ft.; brick; tile roof; joist floors; steam heat; electric lights; cost \$30,000; bids opened Aug. 28. (Previously noted.)

Tex., Beaumont.—Colfax Hardwood Lumber Co., Colfax, La., will erect 2 schools. (See Hotels.)

Tex., Crockett.—Crockett School Dist. voted \$75,000 school bonds. Address Dist. School Trustees. (Lately noted.)

Tex., Italy.—School Board deferred erection of school building until next spring; brick; composition roof; J. T. Galbraith, Archt., Dallas. (Previously noted.)

W. Va., Burnsville.—Burnsville Ind. School Dist. votes Sept. 15 on \$20,000 bonds to erect and improve schools; W. C. Hefner, Prest. Board of Education.

W. Va., Clarksburg.—L. Wayman Ogden, Secy. Board of Education, Clark Dist., Harrison County, receives bids until Aug. 28 to erect 2-story frame school on Custer School premises; drawings and specifications at office Holmboe & Lafferty, Archts., Empire Bldg., Clarksburg.

W. Va., Jacobus.—Board of Education, Little Levels Dist., T. A. Sydenstricker, Secy., receives bids until August 28 to erect 1-room school; plans and specifications at office secretary.

W. Va., Smithfield.—City will vote on \$20,000 school bonds. Address The Mayor.

STORES

Ark., Little Rock.—W. G. Hutton, Trustee, will erect arcade building. (See Hotel.)

Ark., Little Rock.—Dr. J. P. Runyan will remodel store and apartment building. (See Apartment-houses.)

Fla., Fort Pierce.—Redstone Lumber & Supply Co. will erect 2 store buildings.

Ga., Lincoln.—D. T. Clary plans to erect brick building to replace burned structure occupied by Clary garage; G. H. Murray, dentist; Mrs. W. M. Cartledge, millinery; Z. T. Dallis, butcher, and Dr. T. P. Mitchell, druggist.

Ky., Louisville.—H. H. Newmark will remodel building for occupancy of W. T. Grant Co., New York.

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Ga., Atlanta.—A. C. Miller let contract to C. B. Meyers Construction Co., Atlanta, to erect brick-veneer apartment-house at 515 N. Jackson St.; cost \$18,000.

Md., Baltimore.—H. C. Hann let contract to J. Henry Smith, 1426 Light St., Baltimore, to erect apartment-house at Windsor Hills; 45x65 ft.; 2 stories; brick veneer and stucco; slate roof; cost about \$15,000; Theodore Wells Pietsch, Archt., 1210 American Bldg., Baltimore.

ASSOCIATION AND FRATERNAL

Ala., Montgomery.—Knights of Columbus let contract to Algernon Blair, Montgomery, to erect building at Camp Sevier; cost \$5000.

Ga., Augusta.—Y. M. C. A. let contract to T. O. Brown & Son, Augusta, to erect 6 buildings at Camp Hancock.

Mo., Kansas City.—G. F. Willis will erect 1-story brick business building at 320-22-24 Ponce de Leon Ave.; cost \$15,000.

Mo., Kansas City.—J. S. Collins and C. R. Collins, agents, will erect 2-story brick-veneer building on Bonaventure Ave.; cost \$6900.

N. C., Charlotte.—Robertson Heirs, F. D. Alexander & Co., agents, will erect building on South Tryon St.; 35x135 ft.; 3 stories and basement; concrete, brick and metal; other details not determined; Louis H. Asbury, Archt., Charlotte.

Okla., Tulsa.—Continental Supply Co. has plans by W. D. Van Sicien, 319 S. Detroit Ave., Tulsa, to remodel building; bids opened August 20.

S. C., Belvedere.—W. H. Rountree, North Augusta, S. C., will erect brick store building.

S. C., Greenville.—D. W. Ebaugh will erect 2-story brick business building.

S. C., Rock Hill.—White-Cherry Farms Co. organized by James S. White and J. M. Cherry; will erect business building on Ebenezer Ave.

S. C., Spartanburg.—J. R. Robertson, Jr., is reported to erect business building.

Tex., Beaumont.—Colfax Hardwood Lumber Co., Colfax, La., will erect commissary, etc. (See Hotels.)

Tex., El Paso.—George D. Kendall will erect brick and concrete store; cost \$5000.

Tex., Wichita Falls.—T. P. Adams is reported to erect business building.

Va., Richmond.—Jos. J. Robben will expend \$3250 to repair brick store building at Hull St. and Midlothian Turnpike.

W. Va., Cabin Creek Junction.—Bank of Cabin Creek will erect bank building to include storeroom, etc. (See Bank and Office.)

THEATERS

Ala., Anniston.—Wells Amusement Co. will erect theater on Noble St.; accommodations for 1000.

Ala., Athens.—A. F. & A. M. will erect lodge building with theater on ground floor.

Ark., Conway.—Grand Theater, J. H. Lincoln, Mgr., will improve theater; increase seating capacity 200; entrance marble, plate glass and tile.

Ark., Little Rock.—W. G. Hutton, Trustee, will erect picture theater. (See Hotels.)

Ark., Russellville.—Oscar H. Wilson will erect theater on Main St.; cost \$25,000; leased by E. H. Butler.

N. C., High Point.—O. A. Kirkman will convert building on Washington St. into theater.

N. C., High Point.—Arnold B. Huff purchased Broadway Theater and will remodel.

WAREHOUSES

Ark., Liberty.—J. E. Bratton will erect sweet-potato curing and storage-house.

Ark., Liberty.—Joseph Rafaeili will erect sweet-potato curing and storage-house.

Ky., Lexington.—G. F. Vaughan Tobacco Co. will erect tobacco storage-house; 2 floors and basement; mill construction; metal frames and wired-glass windows; tin-clad doors; capacity 3000 hogheads; construction to begin in about 2 weeks.

N. C., Wilmington.—Jacob N. Hardware Co. will erect 1-story addition to warehouse; cost \$3500.

Va., Newport News.—Newport News Fish & Ice Corporation, J. J. Lane, Mgr., will erect warehouse.

BANK AND OFFICE

Md., Odenton.—Citizens' State Bank, Go-vans, Md., Samuel Want, Prest., 1063 Calvert Bldg., Baltimore, let contract to I. P. Harmon, Elkridge, Md., to erect bank building; 20x30 ft.; concrete block construction; flat roof; tile and wood floors; electric heat;

cost \$400; Sparklin & Childs, Archts., Law Bldg., Baltimore. (Lately noted.)

Okla., Ardmore.—First National Bank has plans by and let contract to Hoggson Bros., 485 Fifth Ave., New York, to erect bank building; 1 story; 40x90 ft.; cost \$75,000 complete; construction begins about Oct. 1.

Tex., San Antonio.—Lockwood National Bank, J. Muir, Pres., let contract to Hoggson Bros., Chicago and New York, to erect bank building; Bedford limestone; Greek-Doric style; 4 Doric columns; frame; 14x14 ft. (Previously noted.)

CHURCHES

Mo., St. Louis.—Kingshighway Christian Church let contract to Carl Lionberger, St. Louis, to erect building; Gothic style; 150x150 ft.; main auditorium to seat 500; Sunday-school capacity 700; cost \$45,000; J. Hal Lynch, Archt., St. Louis.

Okla., Miami.—Methodist Episcopal Church let contract to A. B. Wright, Miami, to erect building; brick; cost \$15,000; Rev. V. W. Young, pastor.

CITY AND COUNTY

Fla., Crestview.—Jail.—County Commrs. let contract to erect building for courthouse and jail. (See Courthouses.)

Mo., Kansas City.—Comfort Station.—Board of Public Works, Louis Oppenstein, Pres., let contract at \$10,333, exclusive of plumbing, to Edleman-Fleming Construction Co. to erect comfort station on Eighth St., between Main and Delaware Sts.; also let contract at \$529 to Cunningham Heating & Plumbing Co., Kansas City, for heating and plumbing; Curtis Hill, City Engr. (Lately noted.)

Mo., Shelbina.—Library.—City, E. J. King, Clerk, let contract to R. S. Starrett to erect Carnegie library; cost \$999. (Lately noted.)

Tex., Beaumont.—Municipal.—City let contract to Jas. Wellman, Beaumont, to remodel and change plumbing system in four buildings; cement and tile floors; Simank & Knoblock, Archts., Beaumont.

Va., Norfolk.—Dwelling.—City let contract to R. O. Williamson, Norfolk, to erect addition to residence of cemetery superintendent; 29x35 ft.; frame; Rossel Edward Mitchell, Archt.

COURTHOUSES

Fla., Crestview.—County Commrs. let contract to F. M. Dobson, Montgomery, Ala., to erect building for courthouse and jail; concrete, brick and wood; asbestos built-up roof with asbestos shingles; joist and concrete floors; Delco lighting system; cost \$25,000; S. J. Welch, Archt., Pensacola. Address contractor or architect. (Lately noted.)

Tex., Bryan.—Brazos County Commrs. let contract to repair courthouse, including steam heating plant, etc.; cost \$27,000.

Tex., Dallas.—Commissioners' Court let contract to Gowins-Stearman Co., Dallas, to erect jury-room in courthouse; cost \$2635.

DWELLINGS

Ala., Gadsden.—Loyal Downing let contract to Jones Bros., Gadsden, to erect \$4000 bungalow.

D. C., Washington.—Mrs. Edith P. Corbin let contract to A. C. Warthen to repair dwelling, 33d and Rittenhouse Sts.; cost \$4600; Clarke Waggaman, Archt., 1211-A Connecticut Ave. N. W., Washington.

Fla., Key West.—Fuquay & Gheen, Daytona Beach, Fla., have contract to erect residence for director at Marine Biological Station. (See Government and State.)

N. C., Charlotte.—L. W. Burch has plans by Louis H. Asbury and let contract to Thies-Smith Realty Co., both of Charlotte, to erect \$4000 residence.

N. C., Charlotte.—M. B. Hunter let contract to Thies-Smith Realty Co., Charlotte, to erect 2-story residence; cost \$4500; F. L. Bonfoey, Archt., Charlotte.

S. C., Columbia.—Shandon Annex Co., J. S. Moore, Pres., let contract to Seatrunk Contracting Co., Columbia, to erect 3 frame bungalows; electric lights, sewerage, etc.; cost \$3500 each; George E. La Faye, Archt., Columbia.

Tex., Smithville.—G. L. McCarty let contract to C. H. Turney, Smithville, to erect dwelling.

Tex., Smithville.—J. L. Jones let contract to C. H. Turney, Smithville, to erect dwelling.

Va., Portsmouth.—Alfred Olsen let con-

tract to W. H. Watkins, Portsmouth, to erect 2-story metal roof dwelling; cost \$2500.

Va., Portsmouth.—Parker & Mulvey, Inc., let contract to W. H. Watkins, Portsmouth, to erect three 2-story metal roof dwellings; cost \$6400.

W. Va., Martinsburg.—Martha J. Ropp, 314 Boyd Ave., let contract to M. Cox, 606 W. King St., Martinsburg, to erect lately-noted dwelling; 31.10x19.10 ft.; frame; slate roof; single floors; cost \$2500; C. E. Kent, Archt., Martinsburg; address Cox Realty & Construction Co., 606 W. King St. (See Machinery Wanted—Building Materials.)

W. Va., Terry.—Stonewall Coal Co. let contract to Martin Bros., Hinton, W. Va., to erect 4-room \$1000 residence and 10-room \$3000 boarding-house; frame; rubberoid roofing; oak floors. (Lately noted.)

GOVERNMENT AND STATE

Ala., Anniston.—Cantonment.—T. H. McKinney, Inc., Atlanta, has contract for electrical work at Camp McClelland; work includes about 75 miles pole lines and installation of wiring for 30,000 interior lights; John O. Chisholm & Co., Gen. Contrs., New Orleans. (Other contracts lately noted.)

Fla., Key West.—Residence and Pumphouse. Fuquay & Gheen, Daytona Beach, Fla., have contract to erect residence for director and pumphouse at Marine Biological Station; cost \$19,000.

Ga., Vienna.—Postoffice.—L. L. Woodward has plans by and let contract to P. G. Busbee, Vienna, to erect postoffice building; 27x62 ft.; 1 story; brick; tin or felt roof; yellow pine and tile floors; cost \$4000; concrete sidewalk; electric lights. Address contractor.

Tenn., Millington.—Aviation School.—War Department, Washington, D. C., is reported to have let contract to erect buildings near Millington for aviation training school; cost about \$750,000.

HOSPITALS, SANITARIUMS, ETC.

N. C., Charlotte.—Directors Presbyterian Hospital let contract to Thies-Smith Realty Co. to remodel 3-story Elizabeth College building for hospital; install elevator; operating-rooms, etc.; cost \$12,000 to \$15,000; Dr. J. R. Alexander and others, directors; C. C. Cook, Archt., Charlotte. (Lately noted.)

HOTELS

La., New Orleans.—H. G. Buckley let contract to J. E. Petty, 607 Godchaux Bldg., New Orleans, to erect hotel; cottage plan; central pavilion and 8 detached cottages ranging from private suite of 3 rooms to building having 20 sleeping apartments with private bath; central pavilion to contain 2 restaurants with dance halls, lounging-rooms, private dining-rooms, etc.; provide tennis courts, croquet grounds, open-air natatorium; install air-cooling system; ultimate cost estimated at \$200,000; main pavilion designed by A. J. Nelson, and cottages by Sam Stone, Jr., both of New Orleans.

N. C., Charlotte.—W. S. Alexander let contract to R. N. Hunter to remodel Central Hotel; install floors, baths, etc.; stucco exterior and re-finish.

Tenn., Knoxville.—Fred Cantrell, Chattanooga, has contract for heating and plumbing Hotel Farragut, for which E. W. Minter Co., New York, has general contract; main building 75x123 ft.; 9 stories; concrete foundation and frame; tar and slag roof; concrete and terra-cotta block floors; brick walls; limestone trim and terra-cotta block backing; low-pressure steam heat; electric lights and elevators; cost \$350,000 without mechanical equipment; W. L. Stoddart, Archt., 9 E. 40th St., New York. (Contract for electrical equipment lately noted.)

MISCELLANEOUS

Tex., Port Arthur.—Undertaking Establishment.—W. C. Tyrrell, Beaumont, let contract to McDonald & Hartford, Port Arthur, to erect undertaking establishment to be occupied by Adams & Cantwell; 44x114 ft.; 2 stories; pressed brick and sandstone; private reception-room, office, chapel, 22x30 ft.; 2 chapels, 17x18 ft.; 2 morgues and garage; hardwood floors; beamed ceilings; art glass; electric elevator; cost \$20,000; F. W. Steinman, Archt., Beaumont. (Previously noted.)

RAILWAY STATIONS, SHEDS, ETC.

Fla., De Land.—Atlantic Coast Line Ry., J. E. Willoughby, Chief Engr., Wilmington, N. C., let contract to Bass Construction Co.,

Kissimmee, Fla., to erect station at De Land Junction; coquina stucco. (Lately noted.)

Ky., Eminence.—Louisville & Nashville Railroad Co., W. H. Courtenay, Ch. Engr., Louisville, let contract to Southern Building & Supply Co., Lexington, Ky., to erect passenger station and freight station; brick; concrete floors; wood roofs; steam heat; electric lighting; cost \$15,000 and \$13,000, respectively; owner will let contract for heating; J. C. Hoehle, Archt., Chief Engineer's office; construction in progress. Address contractor. (Lately noted.)

N. C., Charlotte.—Southern Ry. Co., R. Herman, Chief Engr. M. W. & S. Lines East, Charlotte, let contract to P. H. Snell to erect portable houses; cost \$6000.

N. C., Newton.—Southern Ry. Co. let contract to R. K. Stewart & Son, South Boston, Va., to erect passenger station; 100x30 ft.; brick and frame; tile roof; cement floors; heating under separate contract; cost \$10,000; plans by R. Herman, Chief Engr. M. W. & S. Lines East, Charlotte, N. C. Address Contrs. (Lately noted.)

W. Va., Huntington.—Chesapeake & Ohio Ry. Co. let contract to C. W. Harrer, Huntington, to erect freight-house addition; cost \$25,000. (Lately noted.)

SCHOOLS

Ala., Mobile.—School Commrs., John T. Cochran, Pres., let contract to Owen Construction Co., Mobile, to erect schools on unit system at Crichton, Whistler, Bayou la Batre, Theodore, Wilmer and Semmes; brick, hollow tile and frame; composition roofs; wood floors; cost about \$145,000; Geo. B. Rogers, Archts., Mobile. (Lately noted.)

Fla., Zolfo.—De Soto County School Board let contract to erect school at Popash, about 5 mi. from Zolfo; cost \$6000.

Md., Annapolis.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., let contract to Atlantic Marble & Tile Co., Charlotte, N. C., at \$60,000 for about 100,000 sq. ft. tiling for \$3,000,000 extension to Bancroft Hall, for which J. Henry Miller, Inc., Eutaw & Franklin Sts., Baltimore, Md., has general contract; plans by J. H. De Sibour, 1603 K St., Washington, D. C., call for 3 stories; granite exterior; center building and 2 wings; accommodations for about 2500 additional men; each room with private shower bath with 7-ft. tile wainscote; kitchen, servants' rooms, pantry and service-rooms also tile; Atlantic Marble & Tile Co. will also furnish tiling for mess hall 600 ft. long. (Previously noted.)

Md., Baltimore.—University of Maryland let contract to B. F. Bennett Building Co., 123 S. Howard St., Baltimore, for alterations to interior of buildings at Lombard and Greene Sts.

Miss., Blue Mountain.—School Board, A. A. Graham, Chmn. Building Comm., let contract to Simmons & Van Landingham, West Point, Miss., to erect school; 50x82 ft.; brick; asphalt shingle roof; pine floors; cost \$9000; N. W. Overstreet, Archt., Jackson, Miss. (Lately noted.)

Miss., Alcorn.—Building Committee let contract at \$12,000 to Standard Construction Co., Meridian, Miss., to erect industrial building at Alcorn Agricultural and Mechanical College to replace burned structure; 1 story; brick and cement; fireproof; Xavier A. Kramer, Archt., Magnolia, Miss. (Lately noted.)

Miss., Meridian.—Oakland Heights Separate School Dist. let contract to A. P. Pool & Son, Meridian, to erect school building; 48x63 ft.; 2 stories and basement; brick and

frame; composition roof with slate finish shingles; concrete and wood floors; cost \$7235; hot-air heat, about \$900; electric lighting, \$200; Burt Stuart, Archt., Meridian. (Lately noted.)

N. C., Statesville.—School Board let contract to install steam-heating plant in school building on Bell St.; cost \$10,000 to \$11,000; will also complete school on Davis Ave.; cost \$2000 to \$2500; erect \$8000 school building, etc.; R. M. Gray, Supt. City Board of Education. (Previously noted.)

Okla., Tulsa.—School Board let contract at \$7450 to Gideon & Stewart to erect 6-room school building in Home Gardens addition; W. D. Van Sicken, Archt., 319 S. Detroit Ave., Tulsa. (Lately noted.)

S. C., Wilkesville.—Trustees let contract to Duncan & Huskey, Gaffney, S. C., to erect school; cost about \$3000.

Tenn., Bartlett.—Shelby County Board of Education, Memphis, let contract to J. H. Moselage, Memphis, to erect Nicholas Blackwell High School; 65x122 ft.; brick and ordinary construction; composition roof; wood joist floor construction; steam heat; electric lights; cost \$45,000; McGee & Lester, Archts., 635 Scimitar Bldg., Memphis. (Lately noted.)

Tex., Houston.—Sisters of the Good Shepherd let contract for convent on Victoria Rd.; 3 stories and basement; brick and stone.

Tex., Moro.—School Board let contract to Scarbough & Bolden, O'Brien, Tex., to erect school building; brick; cost about \$5000; R. S. Glenn, Archt., Abilene, Tex. (Lately noted.)

Tex., Quanah.—City let contract to W. A. Jones, Quanah, to erect high school; 63x100 ft.; brick and concrete; Barrett specification roof; concrete and wood floors; Dunham or Molein heating plant; cost \$37,500; C. H. Leinbach, Archt., 1105 Southwest Bldg., Dallas. (Lately noted.)

Va., Reams.—Supervisors Dinwiddie County let contract to Charles Mark to improve school building; cost \$4000.

STORES

Md., Baltimore.—John T. Woodward let contract to T. M. Chalk, 912 N. Howard St., Baltimore, to erect 2-story brick addition to building at 104 S. Eutaw St.; 13.6x15.5 ft.

Va., Richmond.—P. H. Mayo will remodel building for occupancy of W. T. Grant Co. of New York; cost \$18,000; John T. Wilson Co., Contr.; Carneal & Johnston, Archts.; both of Richmond. (Lately noted.)

THEATERS

D. C., Washington.—Crandall Theater Co., 9th and E Sts. N. W., let contract to F. L. Wagner, 1413 H St. N. W., Washington, to erect moving-picture theater at 10th and F Sts. N. W.; seating capacity 2400; drop roof; concrete and slag roof; concrete and tile floors; cost \$200,000; R. W. Geare, Archt., 327 Woodward Bldg., Washington. (Previously noted.)

Fla., Vero.—H. M. Marsh and Joe Hill let contract to Mayfield & Travis to erect theater lately noted; 25x100 ft.; frame; rubberoid roof; cost \$3000. Address Mr. Marsh, Box 22, Vero. (See Machinery Wanted—Lighting Plant; Seating.)

WAREHOUSES

N. C., Charlotte.—S. W. Cramer let contract to J. D. Grandy, Charlotte, to erect pipe warehouse; cost \$4500.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

"WANTS"

Baler.—Geo. J. Feeel, P. O. Box 166, Beaumont, Tex.—Baler for moss gin. (See Gin (Moss) Equipment.)

Boiler.—See Crane (Locomotive).—J. R. Wait.

Boiler.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Prices on boiler.—See Sawmill, etc.

Boiler.—Roberts Tobacco Co., South Hill, Va.—Prices on boiler. (See Tobacco Machinery.)

Bottling Machinery.—Camille Saloom, Lafayette, La.—Interested in prices on soft-drink manufacturing equipment.

Bricks.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Prices

slate finish floors; cast electric light fixtures, Meridian.

ard let contract in school building; \$11,000; Davies Ave.; school building Board of

let contract erect 6-room addition; S. Detroit

let contract S. C., to

y Board of J. H. Black and brick and iron roof; team heat; Lee & Lester, Memphis.

Good Shop on Victoria brick and contract to erect at \$5000; R. (Lately

t to W. A. Cool; 63x100 specifications; Dunst 337,500; Southwest

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on enameled and other face brick; also common brick, carload lots.

Brass, etc.—Payne Valve Corp., Nininger Bldg., Roanoke, Va.—Prices on brass and metals for valves.

Bridges (Concrete).—Greenbrier County Court, Lewisburg, W. Va.—Bids until Sept. 4 to construct 3 small concrete bridges; for information and specifications address County Engr., R. B. Holt, Lewisburg.

Bridge and Culvert Construction.—Muskego County Commrs., Muskego, Okla.—Bids until Sept. 3 to construct following bridges and culverts on State road system: Section "C"—two 13-ft. reinforced concrete slabs on stone abutments; Section "D"—two 25-ft. reinforced concrete girder decks on stone abutments; Section "H"—one 30-ft. reinforced concrete deck on stone abutments; Section "LL"—(Jefferson Highway, revised), three 10-ft. reinforced concrete slab bridges and two 21-ft. reinforced concrete deck girder bridges; Section "N"—one 13-ft. reinforced concrete slab on stone abutments and one 8-ft. reinforced concrete slab on stone abutments; Section "U"—one 10-ft. reinforced concrete slab stone abutments; Section "V"—one 21-ft. reinforced concrete girder bridge; Section "Z"—one 8-ft. reinforced concrete culvert and one 10-ft. reinforced concrete bridge; total estimated cost \$10,000; plans and specifications on file with Lewis F. Kipp, County Clerk, and T. P. Clonts, County Engr.; county to furnish all reinforcing steel bent and ready to be placed f. o. b. cars Muskego.

Bridge and Road Construction.—Potomac County Commrs., Pottsville, Pa.—To open bids Aug. 27 on 11 concrete culverts and bridges, estimated cost \$250; concrete bowstring arch (76-ft. span) and approaches, estimated cost \$11,500; 10 mi. graded road, in four contracts, estimated cost \$17,300; L. L. Winans, City Hall, Shawnee, Okla., County Engr.

Broom Machinery.—D. W. Tyree, Gilmore's Mills, Va.—Data and prices on broom machinery.

Building Materials.—Burley Tobacco Co., John Fisher, Mgr., Horse Cave, Ky.—Prices on building materials for prize house; lumber, roofing, skylight glass and fittings.

Building Materials.—See Mining Machinery (Coal).—Beaver Creek Coal Co.

Building Materials.—Martin Reo Sales Co., B. Martin, Mgr., Coleman, Tex.—Prices on building material. (See Garage Equipment.)

Building Material.—Mac R. Hanner, First National Bank Bldg., Clarksville, Tenn.—Prices on building material to rebuild burned residence.

Building Materials.—H. D. Watts Co., Garrett Bldg., Baltimore, Md.—Subbids on erection of general storehouse at Hampton Roads, Va., for Bureau of Yards and Docks, Navy Dept., Washington, D. C.

Building Materials.—Cox Realty & Construction Co., 606 W. King St., Martinsburg, W. Va.—Prices on building materials for \$200 residence.

Bucket (Orange Peel).—See Crane (Locomotive).—J. R. Walt.

Buffers (Spring).—Treasury Dept., Supervising Archt.'s Office, Washington, D. C.—Bids until Sept. 17 to install 32 spring buffers at Quarantine Station wharf, Tampa Bay, Fla.; specifications at office of Archt. and of custodian at Tampa Bay.

Cage (Mine).—See Mining Equipment.—Borden Coal Co.

Canning and Preserving Machinery.—Collins Canning Co., corner Rose and Lake Sts., Lakeland, Fla.—Prices on canning, preserving and bottling equipment, including glass jars and bottles.

Cars.—See Mining Machinery (Coal).—Beaver Creek Coal Co.

Cars.—Harold Coal & Coke Co., 207 Terry Bldg., Roanoke, Va.—Mine cars.

Cars.—Borden Coal Co., J. B. Powell, Secy., Jasper, Ala.—Mining Cars.

Castings.—H. Jeff Davis, Waynesboro, Ga.—Correspondence, view to placing order for 10,000 to 2,000,000 castings for patterns; finished castings to weigh about 7 oz. each; will submit patterns for estimates.

Cement.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Prices on Portland cement.

Crane (Locomotive).—J. R. Walt, Box 623, Charleston, S. C.—Locomotive crane, standard equipment, with ½-yd. orange peel bucket; state where can be inspected, size boiler, engine and price.

Creamery Equipment.—Maysville Cooperative Creamery Co., A. D. Cole, Mgr., Maysville, Ky.—Interested in prices on machinery for plant with daily capacity 600 lbs. butter and 300 gals. ice cream.

Crusher.—See Locomotives, Rails, etc.—John G. Duncan Co.

Crusher.—Southern Machinery & Equipment Co., 1114 People's National Bank Bldg., Lynchburg, Va.—Large stone breaker of jaw type; give full description, price and location.

Crusher.—Compo-Tile Fireproofing Co., 12th and Main Sts., Wheeling, W. Va.—Prices on small crusher, for soft stone or cinders.

Crushing Machinery.—Warner Moore & Co., Richmond, Va.—Second-hand jaw crusher, jaws to be 10x20 or thereabouts, to crush down to 1-in. size the excess from No. 5 gyratory crusher, capacity 15 or 20 tons per hour, or 1 pair of second-hand rolls to reduce 2-in. or 2½-in. material to 1-in.; state make, age, condition, price, etc.

Distributing Systems.—Bureau Yards and Docks, Navy Department, Washington, D. C.—Bids until Sept. 10 for furnishing and installing tunnels, manholes, ducts, piping, fittings, valves, hydrants and accessories necessary for complete steam, hot water, compressed air, salt water, fresh water, fuel oil, hydraulic and electric distributing systems at navy-yard, Norfolk; drawings and specification (No. 2504) on application to Bureau or to commandant of navy-yard.

Dryers.—Virginia-Carolina Brokerage Co., Richmond, Va.—Names and addresses of manufacturers of kilns or other equipment for drying beans.

Dyeing Materials.—Piedmont Finishing Mills, Burlington, N. C.—Materials for hosiery dyeing.

Electrical Equipment.—F. Ruther, 114 Jata St., Johannesburg, South Africa.—Two lifting magnets; ½ to 1 and 1 to 1½-ton capacity, respectively.

Electrical Machinery.—See Dryer (Potato).—Oberlin Potato Curing Co.

Electric Plants.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Catalogs and prices on electric plant of 500 lights; steam power.

Engine.—See Dryer (Potato).—Oberlin Potato Curing Co.

Engine.—Geo. J. Feecl, Box 166, Beaumont, Tex.—Engine for moss gin and baler. (See Gin (Moss) Equipment.)

Engine.—See Crane (Locomotive).—J. R. Walt.

Engine.—Cumberland Gap Woolen Mills, Cedar Bluff, Va.—12 to 15 H. P. steam engine; first-class condition.

Engine (Hoisting).—See Locomotives, Rails, etc.—John G. Duncan Co.

Engine (Hoisting).—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Prices on 12x12 double cylinder, single or double drum hoisting engine; with and without boiler.

and Jas. H. Fuertes, Conslt. Engr., 140 Nassau St., New York, for \$30.

Flooring.—Mac R. Hanner, First National Bank Bldg., Clarksville, Tenn.—Prices on hardwood flooring for residence.

Forge Shop Equipment.—Pelican Well Tool & Supply Co., Shreveport, La.—Data and prices on complete equipment for forge shop, including 1500 or 2000-lb. steam hammer.

Garage Equipment.—Martin Reo Sales Co., B. Martin, Mgr., Coleman, Tex.—Prices on garage equipment, building materials, etc.

Generator (Electric).—See Dryer (Potato).—Oberlin Potato Curing Co.

Gin (Moss) Equipment.—Geo. J. Feecl, P. O. Box 166, Beaumont, Tex.—Moss gin, baler and engine.

Glass (Skylight).—See Building Materials, Burley Tobacco Co.

Grain Elevator Equipment.—Merchants Grocery Co., J. Leland Trusty, Prest., Water Valley, Miss.—Data and prices on equipment for small grain elevator to include corn shellers, feed mills, etc.

Grinding Mill.—Virginia-Carolina Brokerage Co., Richmond, Va.—Names and addresses of manufacturers of machinery for grinding beans into meal.

Hammer (Steam).—Pelican Well Tool & Supply Co., Shreveport, La.—Prices on 1500 or 2000-lb. steam hammer. (See Forge Shop Equipment.)

Hardware.—Bureau Supplies and Accounts, Navy Department, Washington, D. C.—Bids until August 23, for delivering bolts, nuts, rivets, washers, cotton canvas, cotton waste, dry goods and hardware at navy-yard, Norfolk. Apply for proposals to supply officer, navy-yard, Norfolk, or to Bureau.

Hardware, etc.—Bureau Supplies and Accounts, Navy Department, Washington, D. C.—Bids until August 23, for delivering bolts, nuts, rivets, washers, cotton canvas, cotton waste, dry goods and hardware at navy-yard, Charleston, S. C. Apply for proposals to supply officer, navy-yard, Charleston, or to Bureau.

Heating Plant.—Methodist Church, W. G. Delp, Treas., Rural Retreat, Va.—Bids until August 23 to install steam-heating plant; plans on file with G. R. Ragan or W. G. Delp.

Heating Plants (Hot Air).—C. A. Stark, Contr., Pecos St., Junction of T. & P. Ry., Midland, Tex.—Data and prices on hot-water heating plant; will need 2 plants, one of them for 2-story frame railroad depot.

Heating Plants.—M. C. Willis, Mgr., Church Home Orphanage, York, S. C.—Names and addresses of manufacturers of heating plants.

Ice Cream Machinery.—Maysville Cooperative Creamery Co., A. D. Cole, Mgr., Maysville, Ky.—Interested in prices on ice cream machinery.—See Creamery Equipment.

Ice Machinery.—Thomas Ruddy Co., Kansas City, Kan.—Brine coolers of following dimensions: Two 150-ton refrigeration capacity each, or three 100-ton refrigeration capacity each; wire, giving full particulars and prices.

Ice Plant.—A. D. Meyer, Winnsboro, La.—To correspond with manufacturers of machinery for ice plant.

Ice Plant.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Catalogs and prices on ice plant, 2 to 5 tons capacity; steam power.

Jacks (Hydraulic; Screw).—Kingsport Pulp Corp., J. D. Black, Purchasing Agent, Kingsport, Tenn.—Prices on two 30-ton screw jacks and two 100-ton hydraulic jacks.

Jars and Bottles (Glass).—See Canning and Preserving Machinery.—Collins Canning Co.

Lath Mill Machinery.—See Sawmill, etc.—Republic Realty & Construction Co.

Lathes.—Payne Valve Corp., Nininger Bldg., Roanoke, Va.—Prices on lathes.

Levee Construction.—Orleans Levee Dist. Commrs., Suite 201 New Court House Bldg., New Orleans, La.—Bids until Sept. 4 on following work, 5th Dist., West bank Mississippi River: Lower Beka New Levee; about 7700 lin. ft. length, 165,000 cu. yds. earthwork, removal and resetting 7700 lin. ft. wooden revetment; for further information, plans, etc., call at office of Wm. McL. Fayssoix, Prest.

Lighting Plant.—H. M. Marsh, Box 22, Vero, Fla.—Prices on small 3½ K. W. lighting plant to run lights and M. P. are lamps.

FOR THE BENEFIT OF

ENGINEERS ARCHITECTS MACHINERY DEALERS
CONTRACTORS BANKERS MANUFACTURERS and OTHERS

Who find it profitable to follow up daily the industrial, commercial, railroad and financial development of the South and Southwest as published in this Construction Department,

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The construction news as published in the Daily Bulletin is invaluable to all business people who want to keep in daily touch with the organization of business enterprises of all kinds throughout the whole South. Unlimited possibilities for the creation of business, for securing contract work, for the sale of machinery and supplies of all kinds for bond buyers and others, are to be found through a close following up of the news in the Daily Bulletin.

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The Daily Bulletin is an exceptionally desirable advertising medium.

ADDRESS: MANUFACTURERS RECORD, BALTIMORE, MD.

Doors.—Emanuel Goodman, Chrmn. Street Committee, Lynchburg, Va.—Data and prices on cellar doors of improved design.

Drainage Canals.—Commrs., Coulee Kinney Drainage Dist., Vermilion Parish, Antoine Frederick, Chrmn., Abbeville, La.—Bids opened Sept. 11, to excavate 475,000 cu. yds.; plans, specifications, etc., obtainable from W. B. Knox, Engr., Abbeville, La.

Drainage System.—Commrs., Cypress Drainage Dist. of Perry and Conway counties, John S. Harris, Chrmn., Perry, Ark.—Bids until August 28 to construct ditches, etc., for drainage system; plans and specifications on file with Parkes Engineering Co., Citizens Bank Bldg., Pine Bluff, Ark.

Drills.—See Locomotives, Rails, etc.—John G. Duncan Co.

Drilling (Compressed Air) Machinery.—F. A. Hueber, care Battle House, Mobile, Ala.—Addresses of manufacturers of compressed air drill machinery; for soft limestone.

Dryer (Potato).—Oberlin Potato Curing Co., A. Underwood, Mgr., Oberlin, La.—Prices on engine, generator and seven 16-in. fans to supply 1000 cu. ft. air per minute each.

Engines (Oil).—F. A. Hueber, care Battle House, Mobile, Ala.—Addresses of manufacturers of 50 to 75 H. P. oil-burning engines.

Engine (Traction).—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Catalogs and prices on 10 to 15 H. P. tractor for clearing, plowing and pulling stumps.

Engines (Traction; Gasoline).—J. C. Rickards, Supt. Street and Water Dept., Canton, N. C.—Data and prices on small gasoline tractors suitable for farm work (plowing, etc.) and hauling.

Excavator, etc.—Roy C. Wayne Supply Co., 318 W. Main St., Louisville, Ky.—Parsons or Austin trench excavator; No. 10 Parsons back-filler.

Feed Mills.—Merchants Grocery Co., J. Leland Trusty, Prest., Water Valley, Miss.—Prices on feed mills.—See Grain Elevator Equipment.

Filtration Plant.—Evitts Creek Water Co. (City of Cumberland), Cumberland, Md.—Bids addressed to Evitts Creek Water Co. received by City Clerk until Sept. 10 to build additions to water filtration plant; plans and specifications obtainable from Ralph L. Rizer, City Engr., Cumberland,

Locomotive.—McCurtain Coke Co., Fort Smith, Ark.—16 to 20-ton standard-gauge locomotive; for immediate delivery; wire details.

Locomotives (Electric).—Beaver Creek Coal Co., C. H. Anderson, Secy., Johnson City, Tenn.—Bids on electric locomotives. (See Mining Machinery.)

Locomotives, Rails, etc.—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Dealer's price on 6 mi. 30-lb. relay rails; second-hand 36-in. gauge 8, 10 and 12-ton locomotives; freight rate to Hopkinsville, Ky., on the rails; auger machinery for dam and tunnel excavator; 25 H. P. locomotive boiler on wheels; 2 jack hammer drills; 4 sets steels for jack hammers; 3 sets steam hose and couplings for jack hammer; 300 ft. of 1 1/4-in. pipe; single surfacer planer and matcher, to plane and match in not less than 12x3-in. lumber; 600 ft. 3/4-in. second-hand steel rope; 1000 ft. 12-in. second-hand steel rope; six 8-ft. by 3/4-in. rope, sheave wheels; 3 doz. clamps for wire rope, 3/4-in. and 1/2-in.; double-drum hoisting engine and derrick, with concrete bucket; concrete mixer, 100 yds. in 24 hours; 75-yard rock crusher; two 3/4-in. steam drills with tripods and steels for same, for 10-in. hose.

Mining Equipment.—Borden Coal Co., J. B. Powell, Secy., Treas., Jasper, Ala.—Prices, for immediate delivery, on cage and 150 ft. 1-in. or 1 1/4-in. rope; will also need Nos. 8 and 12 mining rails and few mining cars.

Mining Equipment (Coal).—Harold Coal & Coke Co., 207 Terry Bldg., Roanoke, Va.—Prices on relaying rail, 12, 15, 25 and 75-lb.; tipples; screens; mine cars.

Metals.—See Brass, etc.—Payne Valve Corp.

Motor (Electric).—Box 207, Saluda, S. C.—50 H. P. electric motor; 2300 volts; give description and price first letter.

Motor (Electric Crane).—Lingo City Metal Works, Wilmington, N. C.—New or second-hand 5-ton, 220-volt, 60-cycle, 3-phase crane motor, with lifting equipment, gears and track wheels.

Machine Tools.—Bureau Supplies and Accounts, Navy Department, Washington, D. C.—Bids until August 28 for delivering engine lathe, boring and drilling machine, and hydraulic forging press at naval station, Key West, Fla. Apply for proposals to supply officer, naval station, Key West, or to Bureau.

Manifolds.—High Point Furniture Co., High Point, N. C.—Prices on manifolds.—See Pipe.

Mining Machinery (Coal).—Knoblock Mining Co., D. W. Ramsey, Secy., Nashville, Tenn.—Bids about Sept. 15 on coal-mining machinery.

Mining Machinery (Coal).—Beaver Creek Coal Co., C. H. Anderson, Secy., Johnson City, Tenn.—Bids from Aug. 20 to 30 on mine cars, mining machines, electric locomotives, shaker screens, building material, etc.; for operation Alpharetta, Ky.

Oil Mill Machinery.—Theodore E. Knowlton, Elba, N. Y.—Names and addresses of manufacturers of machinery for crushing and extracting oil from soy beans.

Oil Refinery Equipment, etc.—Swaim Oil, Gas & Refining Co., O. M. Swaim, Prest., Blackwell, Okla.—Prices on heavy-weight casing, refinery materials, line material, etc.

Paving.—Board of Awards, Baltimore, Md.—Bids until Aug. 29 for grading and paving with cement and concrete the alleys listed as contracts Nos. 40, 41, 45 and 46-A; specifications, blank forms, etc., on application to Dept. of Public Improvements, R. M. Cooksey, Highways Engr.

Paving.—City of Kennett, Mo., Sam G. Fisher, City Clerk.—Bids until Sept. 4 to grade, curb and pave sections of Washington Ave. and College St.; Washington Ave. contract calls for 10,046 sq. yds. paving, 8012 lin. ft. curbing, 2200 cu. yds. grading, 594 lin. ft. 6, 10 and 36-in. sewer pipe and 450 lin. ft. concrete headers; College St. contract calls for 5522 sq. yds. paving, 4802 lin. ft. curbing, 1500 cu. yds. grading, 150 lin. ft. concrete headers and 850 lin. ft. 6-in. vitrified sewer pipe; profile, plans and specifications on file with City Clerk.

Paving.—City of Houston, Tex., Dan M. Moody, Mayor.—Bids until August 27 to pave with 8-in. of gravel North Main St., from Boundary St. to Houston Ave.; specifications and information from E. E. Sands, City Engr.

Paving.—Board of Control, Norfolk, Va.—Bids until August 31 to pave Main St.,

Berkeley, northward from Maple Ave. to new bridge; 4000 sq. yds. wood block on concrete base; 2000 lin. ft. granite curbing; plans and specifications on file with City Engr.

Paving.—Mayor and Aldermen, Cleveland, Tenn.—Bids until Sept. 1 to construct 48,000 sq. yds. Trinidad sheet asphalt pavement on macadam base, with appurtenances; specifications obtainable from S. D. Newton, City Engr.

Periscopes.—Fay D. Pickens, New Hotel English, Indianapolis, Ind.—Correspondence with manufacturers interested in making periscopes for export.

Pipe (Iron) Bending.—John A. Harvey, 625 Henry St., Roanoke, Va.—Addresses of firms who bend iron pipe as small as 3/4-in.

Pipe.—High Point Furniture Co., High Point, N. C.—10,000 ft. 1-in. kiln pipe; good second-hand; also manifolds.

Pipe (Iron).—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Jobbers' prices on 9 ft. of 6-in. second-hand iron pipe; 3 pieces of 6-in., 5 1/2-ft. long wrought-iron pipe.

Pipe (Oil).—See Well Drilling (Oil), etc.—Majestic Oil Co.

Pipe.—See Oil Refinery Equipment.—Swaim Oil, Gas & Refining Co.

Pipe.—See Well Drilling (Oil), etc.—Dobbs Farm Oil Co.

Pipe Cutter.—Thomas Ruddy Co., Kansas City, Kan.—Second-hand pipe-cutting machine; cut sizes up to 8 in.; give particulars as to condition and price.

Piping.—See Well-drilling Equipment (Oil).—Dome Lake Oil Co.

Press (Hydraulic).—Burley Tobacco Co., Joan Fisher, Mgr., Horse Cave, Ky.—Interested in prices on hydraulic press.

Pumps.—Roberts Tobacco Co., South Hill, Va.—Prices on pumps. (See Tobacco Machinery.)

Pumping Plant.—W. C. Weaver, Purchasing Agent, Kansas City, Mo.—Bids until Sept. 12 to design, construct, deliver and erect steam turbine, reduction gear, centrifugal pumping unit of capacity to pump continuously 20,000,000 gals. water per 24 hours, against total combined head of 370 ft. and steam pressure of 165 lbs. per sq. in. at throttle, together with necessary machinery, tools and appurtenances; plans and specifications on file with Burton Lowther, Ch. Engr. and Supt. Water Dept.

Rails.—See Mining Equipment (Coal).—Harold Coal & Coke Co., 207 Terry Bldg., Roanoke, Va.—12, 15, 25 and 75-lb. relaying rails.

Rails.—See Mining Equipment.—Borden Coal Co.

Rails.—Alton Lumber Co., Buckhannon, W. Va.—Carload of 30-lb. relayer steel rails.

Rails.—Ideal Electric & Mfg. Co., Mansfield, Ohio.—Prices on 800 ft. second-hand mine or industrial rails; first-class condition; about 2 1/2-in., 25-lb. stock.

Road Construction.—Fayette County Commrs., Theo. Lewis, Clerk, Lexington, Ky.—Bids until Aug. 21 to reconstruct unfinished portion of Lexington and Maysville Rd.; plans and specifications on file with County Road Engr.

Road Construction.—Pottawatomie County Commrs., Tecumseh, Okla.—To open bids Aug. 27 on 10 mi. graded road, four contracts; also bridges. (See Bridge and Road Construction.)

Road Construction.—Baltimore County Commrs., Hugh J. Gallagher, Clerk, Towson, Md.—Bids until Sept. 6 to pave Falls Rd., from Shawan 1 mi. north with concrete; plans may be seen and forms of specifications and contracts obtained from State Roads Com., 601 Garrett Bldg., Baltimore.

Road Construction.—Breathitt County Court, Alfred Russell, Clerk, Jackson, Ky.—Bids until August 29 to construct roads to include: 37,800 cu. yds. excavation, 72 cu. yds. masonry, 152 cu. yds. concrete, 970 lbs. reinforcing steel and 541 ft. 18 and 24-in. pipe; plans and specifications may be seen and proposal forms obtained from Blair Hughes, County Road Engr.

Road Construction.—Leake County Commissioners, Carthage, Miss.—To contract Sept. 3 for 15 mi. sand-clay roads; Gus Hauser, Engr., Columbus National Bank Bldg., Columbus, Miss.

Road Construction.—Pickens County Commrs., Carrollton, Ala.—To contract in Sept. for 70 mi. grading, sand-clay, local gravel and bridges; Gus E. Hauser, Engr.,

Columbus National Bank Bldg., Columbus, Miss.

Road Construction.—Colfax and High Shoal Township Road Commission, J. D. Hull, Clerk, Rutherfordton, N. C.—To open bids Sept. 6 for road improvements; \$35,000 (bonds) available.

Road Construction.—State Highway Dept., Arthur Crowner, Chrmn., 405 Seventh Ave., North, Nashville, Tenn.—Bids until August 21 to construct highway from corporate limits of Tiptonville to White's Landing, on or near border of Reelfoot Lake; 3800 cu. yds. chert, gravel or novaculite, delivered f. o. b. cars, Tiptonville; samples of material of at least 10 lbs. to be furnished; A. M. Nelson, State Highway Engr., Nashville.

Road Construction.—Lewis County Highway Commission, Edwin Gallaher, Secy., Hohenwald, Tenn.—Bids until Sept. 18 to construct 30 mi. of road, comprising 12,000 cu. yds. excavation, 27 mi. of machine grader work and necessary drainage structures; this is first work to be undertaken under \$100,000 bond issue; plans and specifications on file with Chas. Grossman, County Engr., Hohenwald.

Road and Street Construction.—Maryland State Roads Commission, Clyde H. Wilson, Secy., 601 Garrett Bldg., Baltimore, Md.—Bids until Sept. 4 to construct following: Contract No. F-27, Frederick County, about 2 mi. concrete, relocation Urbana turnpike; Contract A-14, Allegany County, 2.33 mi. concrete, Corrigansville to Pennsylvania State line at Ellerslie; Contract BC-29-A, Baltimore, 1.30 mi., Monroe St., sheet asphalt; BC-29-B, Baltimore, 1.06 mi. sheet asphalt, Monroe St. and Elgin Ave. from Monroe St. to Reisterstown Rd.; specifications and plans on application.

Safe.—Farmers & Mechanics' National Bank (Andrew Van Antwerp of Van Antwerp Drug Corp. and others), Mobile, Ala.—Prices on tile-lock screw door safe.

Sawmill, etc.—Republic Realty & Construction Co., Hotel Oldsmar, Oldsmar, Fla.—Catalogs and prices on small sawmill, portable sawmill, planer; also machine for shingles and laths; steam power operation; also prices on boiler.

Scales.—Burley Tobacco Co., Joan Fisher, Mgr., Horse Cave, Ky.—Prices on scales.

Screens.—See Mining Equipment.—Harold Coal & Coke Co.

Screw Machines.—Payne Valve Corp., Nininger Bldg., Roanoke, Va.—Prices on automatic screw machines.

Seating.—H. M. Marsh, Box 22, Vero, Fla.—Prices on opera chairs for theater.

Sewer Construction.—City of Ceredo, W. Va., A. G. Holt, Mayor.—Bids until August 29 to construct 2180 ft. sewer south of Beech St., from Ceredo-Kenova corporation line; 36 ft. south of Maple St.; C. P. Sanborn, City Engr.

Shellers (Corn).—See Grain Elevator Equipment.—Merchants Grocery Co.

Shingle Mill Machinery.—See Sawmill, etc.—Republic Realty & Construction Co.

Shovel (Steam).—Box 417, Union Springs, Ala.—Second-hand steam shovel; good condition.

Shovel (Steam).—Southern Machinery Exchange, Somerset, Ky.—Marion or Thew 360-degree revolving steam shovel.

Slab Slasher.—Porter & Moore Co., 421 Water St., Norfolk, Va.—Second-hand slab slasher; in good order.

Stave Machinery.—John A. Harvey, 6205 Henry St., Roanoke, Va.—Addresses of stave sawing machinery, etc.

Spike (Ship) Machinery.—Frank Shutter, Gulfport, Miss.—Names and addresses of makers of machinery for manufacturing ship spikes.

Steel Cable, Phosphor-Bronze Rope, Sheet Copper, etc.—Panama Canal, Earl I. Brown, General Purchasing Officer, Washington, D. C.—Bids until Sept. 10 to furnish steel cable, phosphor-bronze rope, sheet copper, copper nails and tacks, copper rivets, roofing nails, cable clips, shackles, red lead, white lead, white zinc, paints, varnish, drier, oils, turpentine, graphite, floor wax, candles, putty, acetone, chloride of lime, lime, soda ash, sal soda, door mats, towels and toweling, frying pans, aluminum ware, silverware, enamel ware, chinaware, agate pitchers, blueprint paper, wrapping paper, insulating paper and asphalt roofing felt; blanks, etc., relating to circular (No. 1162) obtainable at this office or offices Assistant Purchasing Agents, 21 State St., New York; Audubon Bldg., New Orleans, and Fort Mason, San Francisco; also from United States Engr. offices in principal cities throughout United States.

Stump-Pulling Machinery.—See Engine (Tractor).—Republic Realty & Construction Co.

Tanks (Rendering).—Thomas Ruddy Co., Kansas City, Kan.—2 to 4 second-hand rendering tanks, 6-ft. diam. and 12 ft. long in body; bottom cone and filling head; 150 lbs. pressure.

Tent (Wall).—Trent River Marl & Lime Co., Pollocksville, N. C.—Large wall tent, not under 100x50 ft., complete with poles and ropes; state price, condition and where located.

Tipples (Coal).—See Mining Equipment.—Harold Coal & Coke Co.

Tobacco Machinery.—Roberts Tobacco Co., Judd A. Robertson, Secy., South Hill, Va.—Prices on tobacco-drying machinery, boiler, pumps, etc.

Tractor (Gasoline).—See Engines (Tractor).—Gasoline.—J. C. Rickards.

Trimmer.—Gress Mfg. Co., Jacksonville, Fla.—Second-hand trimmer with saws to trim from 8 to 20 ft.; give full description and lowest price.

Trucks (Motor; Timber Hauling).—Tupelo Engineering Co., Tupelo, Miss.—Data and information relative to hauling timber with motor trucks.

Water-wheel.—W. W. Stevens, Mayfield, Ga.—New or second-hand water-wheel; one that stands outside of forebay.

Well Drilling.—City of Sabinal, Tex., W. D. Heard, Mayor.—Bids until Aug. 25 to drill water well; 2000 ft. if necessary.

Well Drilling (Oil), etc.—Dobbs Farm Oil Co., 609 Columbia Bldg., Louisville, Ky.—Prices on 6 1/2-in. casing and other oil well supplies; also wishes to let drilling contracts.

Well Drilling (Oil), etc.—Majestic Oil Co., care of Lewis D. Sampson, 609 Columbia Bldg., Louisville, Ky.—Prices on 6 1/2-in. casings and other supplies, including 1 drilling contracts.

Well-drilling Equipment (Oil).—Dome Lake Oil Co., 1111 Colquhitt Ave., Montrose, Houston, Tex.—Prices on drilling rigs and pipe in 10, 8 and 6-in. sizes.

Wooden Products.—Fay D. Pickens, New Hotel English, Indianapolis, Ind.—Correspondence with woodenware manufacturers, furniture companies or others; wants prices on small wooden article used by Allied Governments; details obtainable by mail or wire.

Woodworking Machinery.—See Locomotives, Rails, etc.—John G. Duncan Co.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Atmore.—Construction has begun on a short connection at Atmore, between the Gulf, Mobile & Northern; Gulf, Florida & Alabama Railway, and the Louisville & Nashville Railroad.

Ga., Clermont.—N. P. Pratt of Atlanta and associates propose construction of a railroad from Clermont to the Pyrites & Chemical Corporation's property on Chestnut River, 9 mi.; capital \$150,000. Among those interested are J. H. Johnston, W. D. Ellis, Jr., J. M. Parrott, Lee Ashcraft, Mell R. Wilkinson, Palmer Pratt and H. Ransford Dooner, all of Atlanta. Mr. Ellis is Atty.

Ga., Macon.—Camp Wheeler Terminal Co. will not build 7-mi. railroad, as previously reported, but covers joint use by several railroads of line of Macon, Dublin & Savannah

R. R. through Camp Wheeler. W. L. Seddon, Norfolk, Va., and others interested.

Ga., Macon.—Macon, Dublin & Savannah R. R. will build 4 mi. of side tracks and yards at Camp Wheeler, 7 mi. east of Macon. Contract let to the W. Z. Williams Co. J. A. Streyer is Gen. Mgr. at Macon.

Md., Baltimore.—Canton Railroad Co. will enlarge its terminal yards in the suburbs of Baltimore. W. B. Brooks, Commerce and Water Sts., Baltimore, is Prest.

N. C., Charlotte.—Southern Ry. Co. is laying 25,331 ft. of extra track, connecting Camp Greene with its main line. The work necessitates 125,000 cubic yards of excavation.

N. C., Charlotte.—Southern Public Utilities Co. has let contract to build two double-track extensions, each about 1 mi. long, to Camp Greene. R. L. Wommack is Supt.

Okla., Henryetta.—Franchise is granted to

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the Henryetta, Dewar-Kusa Traction Co. to build electric railway between Henryetta, Dewar and Kusa. J. J. Harrison is Gen. Mgr.

Okla., Pawhuska.—Maney Bros. of Oklahoma City, contractors for the Osage & Santa Fe Railway from Balston to Owen, Okla., 62 mi., have established office at Pawhuska, with John Maney in charge during construction. Sections have been sublet and work begun.

Okla., Shattuck.—Track laying has begun upon the North Texas & Santa Fe Railway from Shattuck, Okla., to Spearman, Tex.

Tenn., Memphis.—Illinois Central Railroad will build spur about 1 mi. long from Millington to the army aviation camp. A. S. Baldwin, Chicago, Ill., is Chief Engr.

Tex., Dallas.—Dallas Southwestern Traction Co., in addition to building main line from Dallas to Irving and Cleburne, Tex., 53 mi., will construct short line from Eagle Ford to Irving. F. R. Perkins, Gaston Bldg., Dallas, is Ch. Engr.

Tex., Dallas.—Missouri, Kansas & Texas Ry. Co. is planning construction of a spur to the army aviation camp. F. Ringer, Dallas, is Ch. Engr.

Tex., Denton.—Denton County has granted franchise to Dallas Northwestern Ry., represented by E. P. Turner and others of Dallas, construction to begin within three months.

Tex., Waco.—St. Louis Southwestern Ry. will build additional team tracks adjoining

its freight station in Waco. W. T. Eaton, Tyler, Tex., is Ch. Engr.

Tex., Wichita Falls.—Missouri, Kansas & Texas Railway will build 1½ mi. spur to the aviation camp near Wichita Falls. F. Ringer, Dallas, Tex., is Chief Engr.

Va., Petersburg.—Virginia Ry. & Power Co. has about decided to build extension of several miles to Camp Lee. T. S. Wheelwright, Richmond, Va., is Pres.

Va., Petersburg.—Norfolk & Western Ry. has completed 5-mi. branch through Camp Lee, near Petersburg.

W. Va., Blacksville.—Blacksville & Western R. R. has awarded contract for line from Blacksville to Brave, Pa., 4½ mi. R. E. Kerr is Engr.

STREET RAILWAYS

Tex., Houston.—Houston Electric Co., David Daly, Mgr., has begun constructing its extension to Camp Logan.

Tex., Port Arthur.—Port Arthur Traction Co. will build 2 mi. extension of city system from corner of Proctor St. and Beaumont Ave. along the avenue to 10th St. and thence to De Queen Blvd. Gulf Construction Co. of Dayton, O., is Contr. C. H. Bosler is Pres. of the Traction Co. at 1001 Schwind Bldg., Dayton.

Va., Newport News.—Newport News & Hampton Railway, Gas & Electric Co. has been authorized to increase its capital stock from \$2,375,000 to \$4,000,000, the proceeds of the increase to be used for improvements. J. N. Shannahan is V.-P. and Gen. Mgr.

INDUSTRIAL NEWS OF INTEREST

Branch House in New Quarters.

The Union Drawn Steel Co. of Beaver Falls, Pa., announces that its Detroit branch has moved into its new warehouse and office building, and that the address is now 69 Jos. Campau Ave., Detroit, Mich.

Mr. Confer's New Position.

E. M. Confer, formerly superintendent of the Empire Cement & Limestone Co., Atlanta, Ga., has been appointed general superintendent of the Warrior Portland Cement Co., Knoxville, Ala., which has works at Specari, Ala.

Opens New Branch Office.

The Cement Products Co. announces the opening of a new branch office at Charleston, W. Va., under the charge of N. P. Perkins. This company, whose headquarters are at Wilmington, N. C., are manufacturers of the "Sanisep" portable concrete sewage-disposal tanks, and are builders of sewage-disposal systems. George E. Kidder is Pres. and Treas.

Ice and Refrigerating Machinery.

The York Manufacturing Co., York, Pa., since its last announcement a month ago, has made 62 installations of its products, including ice-making and refrigerating machinery, among them being 17 in the South and adjacent territory, as follows: Polar Wave Ice & Fuel Co., St. Louis; Leschen & Sons Rope Co., in the same city; Magnolia Bottling Works, El Paso, Tex.; Kentwood Ice Manufacturing & Bottling Works, Kentwood, La.; Climax Creamery Co., Shawnee, Okla.; United States Custom House, Nashville, Tenn.; N. Auth Provision Co., Washington, D. C.; Boca Grande Land Co.'s hotel, Boca Grande, Fla.; Frank Fingel, Mount Dora, Fla.; Warner-Klempstein Co., South Charleston, W. Va.; J. Will & Co., ice cream manufacturers, Baltimore; Chesapeake & Potomac Telephone Co., Norfolk, Va.; Corby Baking Co., Richmond, Va.; United States Bureau of Standards, Washington, D. C.; Tidal Gasoline Co., Drumright, Okla.; National Capital Brewing Co., Washington, D. C.; Jackson Brewing Co., New Orleans, La.

TRADE LITERATURE

"Blue Streak" Service.

"Blue Streak Special" is the particular name of Bulletin 222, issued by the Walter A. Zelnicker Supply Co., St. Louis. It covers locomotive cranes, hoists, wire rope, air compressors, pipe, engines, generators, boilers, concrete mixers, steel piling, machine shop tools, sawmill equipment, etc. Rapid service is a particular feature of this organization which deals extensively in a great variety of machinery.

An Ingenious Folder.

The Carrier Air Conditioning Co., Buffalo, N. Y., has issued an interesting and ingenious folder so made that it shows the actual

construction, inside and outside, of the Carrier Air Washer. These washers are for use in schools, office buildings, factories, etc., in fact wherever there are large numbers of people assembled; they wash and temper the air so that it is fit to breathe. Particular attention is directed to the uniformly distributed and atomized spray in the washer which thoroughly mixes and wets the air.

Motor Generator Sets.

Bulletin No. 151 of the Crocker-Wheeler Company, Ampere, N. J., supersedes Bulletin No. 156 of the same company, and relates to motor-generator sets for all purposes. It is bountifully illustrated, and the reading material accompanying the pictures is amply descriptive and enlightening. The initial cut shows a 1000 K. W., 514 R. P. M., synchronous motor-generator set. All the half tones are excellent and give an accurate idea of the several machines described. The products of the company are for use with either alternating or direct current.

Indiana Limestone.

Two beautifully illustrated and handsome booklets about Indiana limestone as a building material have been issued by the Indiana Limestone Quarries' Association, Bedford, Ind. Each contains numerous pictures of various edifices constructed of this material, all of them being of unusual attractiveness. Other illustrations relate to the quarrying and shipment of the stone and accompanying all is much delightful and instructive reading matter descriptive of the qualities of the product and its architectural advantages. The cover pages of both booklets are done in colors.

Concrete on the Farm.

Many reasons for the use of concrete on farms are interestingly and instructively given in a little bulletin called "Why the Farmer Should Use Concrete," which has just been issued by the Standard Portland Cement Co., 505 Brown-Marx Bldg., Birmingham, Ala. Concrete feed and watering troughs, feeding floors, barnyard pavements, cisterns, manure pits, fence posts, silos, etc., are all known and used by progressive and successful farmers, and the extension of their use in rural regions will tend to increase the number of agriculturists who conduct their work profitably instead of at a loss. Further information about concrete to improve farm facilities will be sent by the company on request.

Concrete Ships.

Under the above title the Portland Cement Association, 111 West Washington St., Chicago, Ill., has published an illustrated booklet which gives a history of what has been accomplished in the constructing of concrete vessels and points out the possibilities for a practical development of concrete ships for all classes of transportation work. Many interesting facts are given

which emphasize the possibilities that lie before the building of ships of concrete, and in view of the pressing need for every class of vessel that can be constructed there are indications that some vessels will be built of this material.

About American Tin Plate.

The American Steel Export Co., Woolworth Building, New York, has recently published a 16-page illustrated booklet, thoroughly and concisely describing the practice of American makers of tin plate. The chief object of this publication is to eliminate confusion employed in the various countries where this commodity is manufactured. It first presents a brief history and then an account of the manufacturing process. Sundry pages are devoted to the proper placing of orders, the method of exactly figuring prices, and the usual mode of packing for export. These valuable features of the booklet should cause considerable approval of it by manufacturers and importers abroad.

Improved Paint Gun.

During the last several months there has been a very considerable development in the Spraco paint gun, and the Spray Engineering Co., 33 Federal St., Boston, has issued a new bulletin descriptive of the Spraco pneumatic painting equipment and will send a copy of it to anyone interested on request. This equipment may be used for applying all kinds of liquid coatings and all necessary adjustments can be quickly made without using tools. It is particularly observed that finely finished surfaces are produced free from streaks and brush marks, and that if only single coat work is needed a heavier coating may be obtained with the paint gun than if ordinary brushes are employed to apply the paint.

New General Electric Bulletins.

"Wires and Cables" is the title of a large folder embracing several bulletins, all issued by the General Electric Co., Schenectady, N. Y. All are handsomely printed and illustrated and embody tables of dimensions very useful to purchasers of such equipment. Accompanying the data are sundry suggestions in the nature of expert advice concerning orders for this or that particular kind of service. These are also detailed descriptions of the various kinds of material offered. A bulletin on "Outdoor Metering Outfits" has also been published by this company. These outfits are used at outdoor sub-stations for measuring the amount of power supplied to the various feeders. They are compact and can be furnished for either single or polyphase circuits to operate any usual meter combination. All parts are in weather-proof housings.

Portable Electric-Light Outfit.

"Difficulty is necessarily experienced in underground work because of the lack of light. This is particularly true of manhole work where the only natural light obtainable comes through the entrance to the manhole from the street, and the limited amount of space is such that practically in every position a man works in a manhole he is bound to obstruct his own light." With these preliminary remarks Bulletin 819 of the Edison Storage Battery Co., Orange, N. J., opens a description of the Edison electric portable lighting outfit, which is installed in a small steel, black enameled box. It has two 12-candle-power lamps which will burn continuously for 10 hours without recharging the battery, or one of the lamps may be used for 24 hours.

Rubber Goods Finely Catalogued.

Catalogue D of the Cincinnati Rubber Manufacturing Co., Cincinnati, O., is one of the most attractive trade publications lately issued. It is admirably prepared and arranged, and the illustrations are superior and pertinent. In addition to presenting full descriptions and tables of sizes of the company's products, the book gives valuable suggestions concerning their care and maintenance. The output of the plant includes a great variety of rubber goods in common demand, such as rubber belting, hose, packing, brake-band lining, tubing, matting, rubber-covered rolls, molded specialties, etc. There are also several folders relating to the general line of goods from this factory, and all of these publications, including the catalogue itself, are prepared in the best style of the printers' art.

Adequate Lighting of Factories.

"Without light and sight all manufacture ceases. Blindfold even the most skilled

machine operator and he will spoil every piece of work he handles, and speedily injure himself or other workmen." With this sentence the National Lamp Works of the General Electric Co., Nela Park, Cleveland, opens its new book on the need for better factory lighting, continuing as follows: "The poorly lighted factory, in effect, puts a partial blindfold upon the workman. The process of manufacturing goes on, but not as efficiently as it might under adequate light. Few manufacturers hesitate to scrap an old, but still serviceable machine as soon as a better one is put on the market. * * * Exactly the same reasoning applies to better lighting. The question is not one of holding lighting expense to a bare minimum, but rather of investing in good lighting, and reaping a profit from the increased output of the plant and the decrease in accidents." The book is fully illustrated, showing how factories may be lighted evenly and plentifully, with no glare and no sharp shadows.

Book Review.

The Mexican Problem. By C. W. Barron, with preface by Talcott Williams, LL.D. Boston and New York, Houghton-Mifflin Company, The Riverside Press, Cambridge, 1917. Price \$1.

This book is a result of the trip recently made by Mr. Barron through Mexico, where he closely studied the conflicting factors in that country, in which work his life-long experience in economics served him well. He considers Mexico from the business point of view, discussing the extensive oil fields and other great natural riches, but the petroleum wealth of the land is the main theme of the work, which is lively in style and heartily entertaining in all of its pages. He says that business and not politics can redeem Mexico, and by that declaration he stands in every line. Contrary to common belief, Mr. Barron observes that the late President Diaz of Mexico died poor, and his funeral expenses were paid by sympathetic American friends. "I have talked," says the author, "with all interests that ever had to deal with him, and I have never heard a charge that he had the taint of graft or personal ambition. Every business interest that ever appealed to him for support found him fair and forceful for the right." Mr. Barron also notes that Diaz left \$70,000,000 in the Mexican Government treasury.

FINANCIAL NEWS

FINANCIAL CORPORATIONS

Ala., Mobile.—Farmers & Mechanics' National Bank is chartered; capital \$100,000; surplus \$10,000. Organizers: Andrew Van Antwerp, Joseph C. Rich, John H. Jones, Martin Lindsey, Michael J. McDermott and others. Business is to begin Sept. 1.

Ark., Marked Tree.—First National Bank of Marked Tree has made application for charter; capital \$25,000.

D. C., Takoma Park.—Takoma Park Bank, Montgomery County, Md., is inceptd. with \$25,000 capital by H. Edson Rogers, H. W. Miller, Joseph W. Shadle, Samuel C. Redman and Tucker K. Sands.

Ga., Baxley.—Baxley State Bank, recently chartered, capital \$25,000 will begin business Aug. 25; I. I. Moody, Pres.; J. C. Dean, V.-P.; R. N. Youmans, Cashier.

Ga., Savannah.—Mercantile Bank & Trust Co. is chartered; capital \$10,000. A. Raudin, Pres.; H. C. Shuptrine, V.-P., and Valmore W. Lebey, Cash.

Ky., Louisville.—The Lincoln Savings Bank & Trust Co., a conversion of the Lincoln Savings Bank, is chartered; capital \$250,000, surplus \$50,000; John M. Atherton, Pres.; Frank Miller and Bernard Bernheim, V.-Ps.; Phil Judge Bohne, Treas., and R. S. Rapier, Asst. Treas.

Mo., Kansas City.—People's Trust Co., capital \$200,000, surplus \$20,000, will begin business in about 30 days at 1120 Walnut St. Charles S. Alves is Pres.; W. T. Grant, V.-P., and Marvin L. Orear, Secy. and Treas.

Mo., Kansas City.—Central Exchange Bank,

Capital and Surplus
\$4,000,000



Total Resources
\$38,000,000

The Largest National Bank in the South

Liberal Accommodations to Manufacturing Corporations

**MERCHANTS-MECHANICS
FIRST NATIONAL BANK
OF BALTIMORE**

The National Exchange Bank OF BALTIMORE, MD.

Hopkins Place, German and Liberty Sts.
Capital \$1,500,000.
March 30, 1915, Surplus and Profits,
\$850,000.00.

OFFICERS.

WALDO NEWCOMER, President.
SUMMERFIELD BALDWIN, Vice-Pres.
R. VINTON LANSDALE, Cashier.
C. G. MORGAN, Asst. Cashier.
Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

Maryland Trust Company

BALTIMORE

Capital \$1,000,000

TRANSACTS A GENERAL TRUST AND
BANKING BUSINESS

Correspondence and interviews
Invited

The Palmetto National Bank

OF COLUMBIA

CAPITAL \$500,000.00

Surplus and Undivided Profits \$250,000.00
COLUMBIA, S. C.

WE BUY BONDS

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Cincinnati Los Angeles

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& TRUST CO.**

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OHIO

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900 Market St. Wilmington, Del.

J. Ernest Smith, President and General Counsel.

Chas. Warner Smith, Vice-President.

Harry W. Davis, Secretary and Treasurer.

Charles B. Bishop, Assistant Secretary.

Marketable Investments

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Liberal Returns

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which includes various
types of high-grade invest-
ment bonds and notes.

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Philadelphia Baltimore St. Louis

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First National Bank Building, CHICAGO

We purchase SCHOOL, COUNTY and
MUNICIPAL BONDS. Southern Municipal
Bonds a Specialty.

Write us if you have bonds for sale.

First National Bank

RICHMOND, VIRGINIA

Capital and Surplus \$3,000,000

JNO. B. PURCELL, President.

JNO. M. MILLER, JR., Vice-Pres.

W. M. ADDISON, Cashier.

a State institution, with \$100,000 capital
stock and \$25,000 surplus, has been organ-
ized and will have quarters at 1121 Grand
Ave. O. J. Hill is Prest.; S. K. Cooke,
V.-P., and George H. Buecking, Jr., Cashier.

N. C., South Mills.—First National Bank
of South Mills is being organized with \$25-
000 capital. Alton Jordan of Shiloh and
R. C. Dozier of South Mills are interested.

Okla., Hartshorne.—Hartshorne National
Bank is chartered; capital \$50,000.

Okla., Miami.—American Exchange Bank,
capital \$50,000, is chartered. Incorporators:
J. T. Gephart and J. T. Whaley, both of
Miami, and L. T. Sammons of McAlester
are the incorporators.

Okla., Selling.—Selling State Bank is char-
tered; capital \$10,000, surplus \$1000; D. H.
Powers, Prest.; Rex Nordyke, V.-P., and P.
H. Gregory, Cash. Business has begun.



This bank offers a special service
to Southern brokers, manufac-
turers, shippers and banks for
the collection of drafts, particu-
larly B/L drafts on Chicago
and other Northern points.
Please write us for particulars.

We also solicit correspondence
and interviews with high-grade
Southern concerns regarding a
direct Chicago banking connec-
tion.

UNION TRUST COMPANY
CHICAGO

Capital and Surplus, \$3,000,000.00
Deposits, \$34,000,000.00

Established 1869

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BALTIMORE, MD.

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Settlements and Purchases of Property.

Okla., Tipton.—First National Bank of
Tipton, a new institution, is chartered;
capital \$25,000; surplus \$2500. Incorporators
and directors: J. R. McMahan, Prest.; L.
A. Storm, V.-P.; B. M. Wooldridge, Cash.;
J. S. Massey and Bill Massey.

Okla., Welch.—First National Bank incor-
porated, capital \$25,000. G. W. Dixon,
Prest.; S. M. Booton, Cash., and P. R. Kin-
nison, V.-P. Business is to begin Jan. 1.

S. C., Greenville.—Bank of Conestee, Green-
ville County, has been granted a commis-
sion; capital \$10,000. Petitioners: J. D.
Charles, L. M. Clyde and Preston Charles.

S. C., Ulmers.—Bank of Ulmers is com-
missioned; capital \$15,000. C. A. Best, Jas.
Norwood, J. A. Goodman and others.

Tex., Schulenburg.—The Ig Russek State
Bank, succeeding the Ig Russek private bank,
has made application for charter.

Tex., Sweetwater.—Texas Bank & Trust
Co., capital \$100,000, surplus \$75,000, recently
incorporated and authorized to begin busi-
ness, is merely a new incorporation of the
same institution under the guaranty fund
plan and it will now operate under the
direct supervision of the State Banking
Department. There is no change of officers
or directors. Ellis Douthitt is Prest., and
G. E. Bradford, Cashier.

Va., Lynchburg.—Lynchburg Industrial
Savings & Loan Corp., capital \$30,000 to \$50-
000, has been chartered. E. E. Menefee is
Prest., W. H. Wranek and Clyde Jennings,
V.-P.'s, and W. A. Hodges, Jr., Secy.-Treas.

Va., Richmond.—Plans are being made by
the Old Dominion Trust Co. to absorb the
Richmond Bank & Trust Co. The company
now has a capital of \$1,000,000 and surplus
of \$1,000,000. William Hablilton is Prest.
and W. H. Slaughter, Secy.

W. Va., Logan.—First National Bank of
Logan, capital \$50,000, is reported acquired
by A. H. Land of Barboursville and others
interested in coal mines in Guyan Valley.
It is announced that the new officers are:
Prest., A. H. Land; V.-P.'s, J. M. Vest and
A. R. Beisel; Cash., Naaman Jackson. The
bank capital is increased to \$150,000.

NEW SECURITIES

Ala., Huntsville.—(Funding).—Bids will be
received until noon Sept. 11 for \$20,000 of 5
per cent. 30-year funding bonds. T. L.
Patton is Clerk-Treas. Further particulars
will be found in the Proposals Department.

Ala., Mobile.—(Dock and Terminal Rail-
way).—\$200,000 of 5 per cent. 30-year \$100
denomination dock and terminal railway
bonds were authorized by popular vote.
Date of sale not determined. H. Pillans is
Mayor and S. H. Hendrix, City Clerk.

Fla., Dade City.—(Refunding).—\$30,000 of 6
per cent. Pasco County serial refunding
bonds have been purchased at 15 flat by W.
L. Slayton & Co. J. W. Sanders is Secy. and
County Supt. Board of Public Instruction
Pasco County.

Fla., Fort Pierce.—(Road and Bridge).—
\$80,000 of 6 per cent. bonds of Road and
Bridge Dist. No. 1 of St. Lucie County,
voted in June, are to be validated and con-
firmed Sept. 10. P. C. Eldred is Clerk of
the Circuit Court.

Fla., Key West.—(Road).—\$100,000 of Mon-
roe County bonds are voted. Address Chair-
man Board County Commrs.

Fla., Lake City.—(Roads).—Election will
be held Sept. 25 in Columbia County for
\$50,000 of 5 per cent. 30-year road bonds.
J. O. Greene is Chrmn. and J. L. Markham,
Clerk County Commrs.

Fla., Lake Worth.—(Street).—\$80,000 of
bonds for street improvements are reported
floated. Address the Mayor.

Fla., Miami.—(Sewer, Hospital, Bridge).—
The Bank of Biscayne, Miami, bought at 97
flat the \$75,000 sewer, \$50,000 hospital and
\$10,000 bridge bonds, for which bids were
opened Aug. 2.

Fla., Milligan.—(Courthouse).—\$20,000 of
Okaloosa County bonds have been purchased
at par by F. M. Dobson of Montgomery.
Address County Commrs.

Fla., Orlando.—(School).—\$20,000 of 6 per
cent. bonds of Oakland-Wintergarden school
district sold to Cummings, Prudden & Co.
of New York at 103.286, or a premium of .386.

Fla., Pensacola.—(Certificates of Indebted-
ness).—Ordinance has been prepared provid-
ing for the issuing of \$83,000 of not exceeding
6 per cent. certificates of indebtedness. Jas.
MacGibbon is Clerk Circuit Court.

Fla., Tampa.—(Roads).—Bids will be re-
ceived at 11 A. M. Tuesday, Sept. 18, for
\$30,000 of 5 per cent. serial \$1000 denomina-
tion road bonds of Hillsborough County.

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J. G. Yeats is Chrmn. and W. P. Culbreath,
Clerk to County Commrs.

Ga., Coaldge—(School).—\$12,000 of school-
building bonds were voted at the election
Aug. 17. Address The Mayor.

Ge., Thomasville—(Improvement).—Bids
will be received until Aug. 23 by A. A. Riley,
City Clerk, for \$155,000 of 4½ per cent. bonds.

Ky., Shelbyville—(Sewer).—Election Nov. 6
on \$15,000 sewer bonds. Address The Mayor.

La., Clinton—(School).—Bids will be re-
ceived until 10 A. M. Sept. 4 for \$10,000 of 5
per cent. bonds School Dist. No. 10, East
Feliciana Parish; denomination \$1000; ma-
turity July 5, 1917, to July 5, 1927. Address
E. R. Waller, Secy.

La., Lafayette—(Drainage).—\$47,500 of 5
per cent. 25-year Scott Subdrainage Dist.,
embracing Coulee Isle Des Cannes water-
shed, bonds are voted. Dr. L. A. Prejean is
Prest. and L. L. Judice Secy. of Board.

La., Port Allen—(School Building).—\$10-
000 of 5 per cent. 10-year serial \$250 denomi-
nation school-building bonds of West Baton
Rouge Parish have been sold to the Bank
of West Baton Rouge of Port Allen at par
and accrued interest plus premium of \$10.

Miss., Charleston—(Road).—\$200,000 of 5½
per cent., serial, denomination \$500, road
bonds of 4 and 5, Tallahatchie county, are
being offered through C. W. McNear & Co.,
Chicago.

Miss., Charleston—(Waterworks).—\$13,500
of waterworks bonds are to be issued unless
opposition is filed on or before Aug. 28. W.
G. Wyatt is Mayor and J. R. Crow, Clerk.

Miss., Hattiesburg—(Improvement).—Bids
received until Aug. 23 for \$28,000 improve-
ment bonds. Address City Commrs.

Miss., Hernando—(Road).—Bids were in-
vited until noon Aug. 20 for \$80,000 of 6 per
cent., 20-year bonds of the Air Line Delta
Highway Taxing District of De Sota county.
R. C. Clifton is Clerk.

Miss., Iuka—(Road).—\$30,000 of bonds for
the Muscle Shoals Highway through the
Second Dist. of Tishomingo County have
just been voted and bids for them are in-
vited. W. S. Brown is Prest. Muscle Shoals
Highway Assn.

Miss., Meridian—(School).—\$1100 of bonds
of Causeville school district, Lauderdale
county, will be issued. W. R. Pistole is
County Clerk.

Mo., Excelsior Springs—(Bridge, etc.).—
Voted \$12,500 of bridge, driveway and pagoda
bonds. Address The Mayor.

Mo., New London—(Road).—Election will
be held Sept. 21 on \$25,000 of road bonds of
Balls county. Address County Commrs.

N. C., Charlotte—(School Building).—Bids
will soon be asked for \$250,000 of not over
1 per cent. 30-year \$1000 and perhaps \$2000
denomination school-building bonds voted
April 28. F. R. McNinch is Mayor and
Commr. of Finance and A. H. Wearn, City
Clerk and Treas.

N. C., Clinton—(Road).—Bids will be re-
ceived until noon Sept. 10 for \$75,000 of 5
per cent. 20-year \$500 denomination road
bonds of Sampson County. Address all
communications to Butler & Herring,
Atty., Clinton, N. C. Further particulars
be found in the Proposals Department.

N. C., Dobson—(School).—Election is to be
held in Surry County Sept. 18 to vote on
\$900 of 6 per cent. bonds. J. J. Wallace is
Chrmn. and S. G. Brim Clerk Board County
Commrs.

N. C., Dunn—(Paving).—\$180,000 of 6 per
cent. bonds are reported sold to a Toledo
(O.) firm. H. S. Parker is Town Clerk.

N. C., Hickory—(Improvement).—Ordinance
passed City Council to issue \$35,000 improve-
ment bonds. Address The Mayor.

N. C., Louisburg—(Funding).—\$15,000 of 6
per cent. serial 1919 to 1927 funding bonds,
\$1000 denomination, have been sold to John
Nuveen & Co. of Chicago for \$15,157.50. A.
W. Alston is Town Clerk.

N. C., Mount Holly—(Sidewalk).—Bids will
be received until 2 P. M. Aug. 30 for \$10,000 of
6 per cent. \$500 denomination bonds, dated
July 1, 1917, and maturing 1918 to 1927, inclu-
ding W. T. Johnson is Town Clerk.

N. C., Raleigh—(Funding).—Bids will be
opened at noon Sept. 15 for not exceeding
\$100,000 of 5 per cent. 30-year Wake County
bonds. Arch J. Wood is Clerk Board of
County Commrs. Further particulars will
be found in the Proposal Department.

N. C., Statesville—(Funding).—Bids will
be received until 10 A. M. Sept. 24 for \$50,000
of 5 per cent. funding bonds of Iredell
County; denomination \$1000 serial. J. E.
Boyd is Chrmn. County Commrs.

N. C., Wilson—(School).—Election is to be
held Sept. 22 to vote on \$5000 of not exceed-

ing 6 per cent. bonds Public School Dist. No.
2, Wilson County. John R. Diddy is County
Clerk.

N. C., Youngsville—(Light).—Ordinance
has been prepared providing for the issuing
of \$5000 of 6 per cent. 20-year bonds. J. W.
Woodlief is Town Clerk.

Okla., Ada—(Road, Bridge).—\$23,000 of 5
per cent. 25-year Pontotoc County serial
bonds voted upon August 20 have been pur-
chased at par, interest and \$2500 bonus by
Or. B. Pace. Address I. R. Gilmore.

Okla., Atoka—(Bridge).—Election Aug. 25
on \$30,000 of 5 per cent. bridge bonds. Ad-
dress County Commrs.

Okla., Bristow—(City Hall, Water, Sewer).
\$20,000 city hall, \$9000 water and \$6000 sewer
bonds were voted at the recent election.
Address The Mayor.



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A vacation is no
longer an expense or
a luxury. It's a
health and efficiency
measure.

Make this year's vaca-
tion a worth-while, out-
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There's Colorado with
dozens of ideal vacation
points; Salt Lake City
and the great Inter-
mountain country; Yel-
lowstone Park, the Pa-
cific Northwest and
California with its na-
tional parks, Yosemite
and Sequoia.

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any one of these places
separately, or they may
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grand tour. Best
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Okla., Enid—(Waterworks).—\$50,000 of 6 per cent. 25-year waterworks extension bonds are reported sold to local banks at par.

Okla., Eufaula—(Road).—\$50,000 of road bonds are reported voted. Address County Commrs.

Okla., Holdenville—(Park).—\$10,000 of 5 per cent. park bonds are reported sold to G. W. & J. E. Piersol of Oklahoma City at 101.10.

Okla., Norman—(Reservoir).—\$10,000 of reservoir bonds are reported sold.

Okla., Oklahoma City—(Fire).—Reported that a vote will be taken in September on \$125,000 of fire-equipment bonds. Address The Mayor.

Okla., Okmulgee—(Garbage Plant).—\$20,000 of 5 per cent. 15-year garbage-plant bonds were voted at the recent election and were taken by the city sinking fund. The \$535,000 water and extension and \$30,000 fire-department bonds failed to carry.

Okla., Purcell—(Road).—Election Aug. 25 on \$13,500 of Goldsby township road bonds. Address County Commrs.

Okla., Purcell—(School).—Reported that an issue of school-building bonds is contemplated. Address School Board.

Okla., Quay—(School).—\$20,000 of 10-year school bonds recently voted have been sold. Address L. F. Cox, Clerk.

Okla., Waurika—(Waterworks).—Election will be held Sept. 11 on \$20,000 waterworks extension bonds. Wm. H. Divers is Mayor.

Okla., Wynne Wood—(Sewers).—Reported that a vote will soon be taken on a proposed issue of sewerage bonds. Address The Mayor.

Okla., Wilson—(Water).—\$25,000 of 6 per cent. 25-year water, sewer and city hall bonds, denomination \$500 and \$1000, are reported sold to C. Edgar Honnold of Oklahoma City at 101 and interest.

S. C., Spartanburg—(Highway).—Bids will be received until noon Aug. 23 for \$1,000,000 of not exceeding 4½ per cent. 1-20-year \$500 denomination Spartanburg County bonds. W. H. Broom is Supvr. of Spartanburg County and John A. Law Chrmn. Further particulars will be found in the Proposals Department.

Tenn., Chattanooga—(Paving).—Bids will be received until 10 A. M. Aug. 25 for \$627.80 Paving Dist. No. 201 and \$2215.20 Paving Dist. No. 202 of 6 per cent. 1-4-year bonds, dated Aug. 1, 1917. Jesse M. Littleton is Mayor.

Tenn., Columbia—(Street, Sewer, etc.).—\$125,000 of street and sewer 5½ per cent. and \$50,000 floating indebtedness bonds have been purchased by J. E. Caldwell & Co. Address The Mayor.

Tenn., Memphis—(Levee).—\$400,000 of 5½ per cent. \$1000 denomination bonds St. Francis Levee Board, maturing July 1, 1947 to 1967, have been purchased at \$401,000 by Russell E. Gardner, St. Louis, Mo.

Tenn., Memphis—(River Terminal).—Election on \$500,000 general liability river terminal bonds resulted 2255 for to 157 against. Commissioners have not yet decided date of sale or amount to be offered. C. C. Pashby is City Clerk.

Tenn., Nashville—(University).—No satisfactory bids were received August 14 for

\$1,000,000 University of Tennessee bonds, and they will be reoffered in 30 days at 4½ per cent. W. R. Marshall is Secy. State Funding Board and Porter Dunlap State Treas.

Tenn., Nashville—(Sewer, Street, School, Viaduct, etc.).—The 5 per cent. bonds to be voted on Sept. 27 include \$1,000,000 sanitary sewer, \$220,000 viaduct, \$180,000 street, \$125,000 school, \$55,000 fire, \$55,000 electric light, \$45,000 hospital, \$25,000 police, \$25,000 library and \$25,000 gutter bonds; total \$1,755,000. Address City Commrs.

Tenn., Nashville—(One Year Notes).—\$1,000,000 of 5 per cent. coupon notes of the State of Tennessee, denomination \$1000, \$500 and \$20,000, have been sold to the National City Company and Redmond & Co. of New York. Due Aug. 20, 1918.

Tenn., Springfield—(Pike).—\$150,000 of 5 per cent. 30-year \$1000 denomination Robertson County bonds have been purchased at par, interest and \$100 premium by the Prudential Insurance Co., Newark, N. J.

Tex., Abilene—(Reservoir).—\$230,000 of 5 per cent. 10-40-year bonds are voted. E. M. Kirby is Mayor and H. L. Roberts City Secy. Special dispatch to the Manufacturers Record says vote stood 645 for the issue to only 4 against it.

Tex., Abilene—(School).—Reported voted \$20,000 school bonds. Address School Board.

Tex., Abilene—(Reservoir).—\$230,000 of 5 per cent. 10-40-year bonds are voted. E. M. Kirby is Mayor and H. L. Roberts City Secy. Special dispatch to the Manufacturers Record says vote stood 645 for the issue to only 4 against it.

Tex., Austin—(Bonds approved by Attorney-General: \$40,000 of 5 per cent. 20-40-year Lubbock Independent School Dist.; \$750,000 of 5 per cent. Wichita County road.

Tex., Austin—(Sewer, Street, School, Fire).—Report says the bond election to be held soon will be for \$185,000 sewage-disposal plant, \$40,000 sewer extension, \$25,000 storm sewer, \$40,000 fire-alarm system, \$25,000 street and \$50,000 school refunding bonds. Address The Mayor.

Tex., Beeville—(Road).—Election is to be held in Bee County to vote on bonds for Puget Sound-to-Gulf Highway. Address County Commrs.

Tex., Corsicana—(Road).—Election is to be held in Navarro County Sept. 13 to vote on \$200,000 of 5 per cent. 30-year bonds Good Roads Dist. No. 1, and on Sept. 15 to vote on \$80,000 of 5 per cent. 30-year bonds Richland Dist. Address County Commrs.

Tex., Corsicana—(Road).—\$16,000 of 5 per cent. Navarro County road bonds are reported sold to Bosworth, Chanute & Co. of Denver.

Tex., Houston—(Road).—A syndicate composed of the Houston Land & Trust Co., the Guardian Trust Co., and the Neuhaus Co. have purchased \$250,000 of the \$600,000 Harris County bonds recently offered for sale. E. L. Washburn is County Auditor.

Tex., Eastland—(Road).—Election is to be held in Eastland County Sept. 13 to vote on \$130,000 of bonds. Address County Commrs.

Tex., Greenville—(Road).—\$100,000 of 5 per cent. road bonds of Hunt county are voted. Address County Commrs.

Tex., La Feria—(Water Improvement).—\$500,000 of 6 per cent. serial 1-40-year water improvement \$1000 denomination bonds, voted June 16, will be issued in September. George H. Byrnes is Prest. La Feria Water Improvement Dist. No. 3, Cameron County, Tex.

Tex., Palestine—(Road).—Election will be held Sept. 15 on \$20,000 of bonds of Road Dist. No. 2 Anderson county Address county Commrs

Tex., Port Lavaca—(Road).—\$75,000 of road bonds of Calhoun County have been voted. F. M. Dudgeon is County Judge.

Tex., Texarkana—(Septic Tank).—Election on \$50,000 septic tank bonds, 5 per cent. 5-30s, will be held Sept. 17. Address The Mayor.

Va., Roanoke—(Fire-department Equipment).—\$35,000 of bonds are voted. Address The Mayor.

W. Va., Edgewood—(P. O. Wheeling).—Bids will be received until 6 P. M. Sept. 5 for \$54,000 of 6 per cent. 10-year \$500 denomination bonds. John I. Dickey and Alexander Glass, Bond Commrs.

W. Va., Sutton—(School).—Election is to be held in Burnsville Independent District, Braxton County, Sept. 15 to vote on \$20,000 of 5 per cent. \$1000 denomination bonds; dated Jan. 1, 1918; maturity Jan. 1, 1922. W. C. Heffner is Prest. and C. A. Wade Secy.

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